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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon.....dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.27	7.09
Yau Ma Tei.....dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin.....dep.	7.03	9.37	10.50	12.21	1.39	4.55	5.50	7.33
Tai Po.....dep.	7.17	9.51	11.03	12.34	1.52	5.08	6.03	7.46
Tai Po Market.....dep.	7.22	9.57	11.08	12.38	1.56	5.12	6.07	7.50
Fanling.....dep.	7.33	10.07	11.19	12.48	2.06	5.22	6.17	8.00
Sheung Shui.....dep.	7.38	10.13	11.23	12.53	2.10	5.27	6.21	8.04
Shum Chun.....arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.10

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	9.06	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui.....dep.	7.29	9.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling.....dep.	7.33	9.18	10.48	11.51	3.10	4.49	5.23	6.17
Tai Po Market.....dep.	7.43	9.29	10.58	12.02	3.21	5.01	5.33	6.27
Tai Po.....dep.	7.47	9.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin.....dep.	8.00	9.47	11.15	12.21	3.40	5.23	5.50	6.44
Yau Ma Tei.....dep.	8.14	9.59	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon.....arr.	8.23	9.09	11.38	12.42	4.01	5.45	6.10	7.04

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	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.
Fanling.....dep.	7.45	11.30	2.30	5.30	Shatin.....dep.	8.30	10.15	1.05
Shatin.....arr.	8.40	12.25	3.15	7.15	Fanling.....arr.	7.35	11.10	2.00

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IN MYSTERIOUS LAOS.

HUMOURS OF MOTORING IN
INDO-CHINA.

[BY STELLA BENSON IN THE "STAR"]

Vinh is the diving board for those who wish to plunge into the strange depths of Laos, the least-known province of Indo-China, and surely one of the most primitive provinces in Asia.

At Vinh the Tet-Annamite New Year—had begun. We drove out of Vinh to the thunders of fireworks. The streets were already pelted with pink spent crackers: scarlet and gold prayer-papers were on every door and native officials in fine embroidered robes were being driven about in tiny victorias by scarlet-clad coolies to pay New Year calls.

TOWARDS THE MOUNTAINS.

But we faced towards the mountains that divide Annam from Laos. The road through Laos was only opened to wheeled traffic a few weeks ago, and, like all young things worthy of their youth, has a reputation for being temperamental. But our hired car, caked with the mud of ages, driven by a little goblin of an Annamite chauffeur, and further manned by a small, patient native mechanic in blue, looked adventurous enough and powerful enough to swim rivers or scale precipices.

At first sight it seems that any car travelling in Indo-China must of necessity be amphibious. Between Vinh and the mountains there were—mystically enough—seven rivers, and not one bridge among the seven.

INDO-CHINESE FERRIES.

On every Indo-China road the disagreeable little sign looking like the letter T upside-down is as familiar to the traveller as the suicidal chicken or the infant-parish pump. That sign means B.A.C. or ferry. A bac in Indo-China usually consists of a partially submerged raft roughly put together and manned either by women wearing brown robes and black hoods surmounted by the national straw tea-tray hat, or else by men wearing nothing more than small tartan dusters round their middles.

Some bacs are poled along by men who walk along the vessel's bulwarks bent in the position of ambulant harpings, some are pulled with ropes, some are pushed by the crew, which throws itself into the river for the purpose and some are rowed with slender bamboo rods that offer the least possible resistance to the water. Every bac avoids, as far as possible, the slightest appearance of speed or efficiency. Each bac embarks from the foot of a steep mud precipice, and the motorist's first thought on peering gingerly down the chute at a broken plank-plank all askew is a feeling of tempered relief that at least his tow is as well provided for as his means allow.

OUR CHAUFFEUR.

But our goblin chauffeur hesitated at nothing. Danger of death by drowning was more to him than danger of death by falling over precipices into the jaws of tigers. With one irascible yell of the horn he skidded masterfully on to each bac, the whole river creaking with the impact, the whole ferry's crew leaping from under his wheels. Stopping his car nonchalantly on the only plank which could be expected to bear its weight, the chauffeur would remove, uninvited, the hat of the nearest ferryman or ferrywoman and use it during the transit as a means of conveying water from the river to his radiator. On landing he would throw the hat into the mud.

These are the manners that make things run smoothly in Indo-China. There are ricefields nearly all the way from Vinh to the foot of the mountains. At first the fields are neatly and exactly squared, but presently wildness begins to thrust through like the first note of passion in serene music. Rocks and rugged trees interrupt more and more the neat chequered pattern of industry. Until after the seventh river, the mountains stamp out the mild busy works of men.

THE FOREST.

The mountains are dressed in thickly woven forest. Even upon the faces of the precipices where, one would imagine, no tree could find foothold, trees are matted together. Long, strong creepers droop down, and on these ropes, it seems, the forest swings itself on to the cliffs. The road was like a tunnel with occasional splendid windows, through which a great world looked in, a peacock-coloured world, seen with far silver rivers. Looking up the slopes through the steep trees, one could see no glimpse of sky, only a strange tangled darkness, an infinity of leaves that could never see the sun.

The road ran up and down, mounting, but not continuously. Out of the dark jungle tunnels we slid across rivers, cracking on ephemeral and dubious basketwork bridges that dipped under our weight almost into the milky charnel water. As we climbed nearer to the highest ridge the trees became larger and more individual, the undergrowth less thick. And in this way we could better see the banyans.

BANYAN TREES.

I hereby transfer to the banyan-tree a large part of the allegiance I have hitherto devoted to the eucalyptus. The banyan trails thin pale threads to the ground, and these grow into pillars supporting the parent tree and, inheriting the banyan tradition, in the course of ages stand alone as independent trees. Sometimes these pillars stand astride over rivers, sometimes they group themselves close together. Sometimes they even partially merge themselves with the parent trunk, and then they look like enormous draperies falling to the ground like the draperies of great stone Greek goddesses.

Across the border of Laos we were at once among a people new to us.

The Annamites we had left behind us were obviously related to the Chinese and had the pale skin and narrow eyes we were used to—faces not so clever and

(Continued at foot of next column.)

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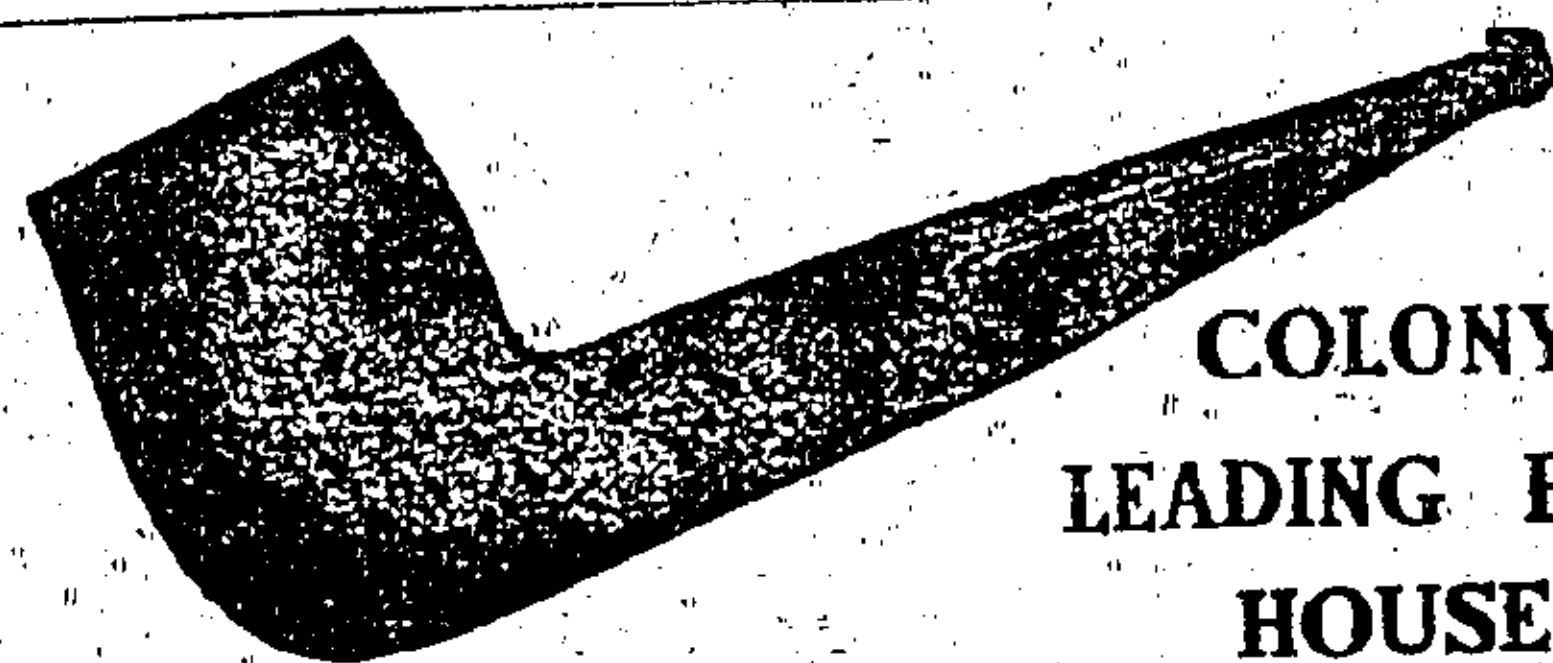
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JAPANESE SHIP FOUNDERS.
ONLY THREE REPORTED SAVED.

The Yamashita Kisen Kaisha has received news from which it would appear that a Japanese coasting steamer, the *Tahiko Maru*, belonging to the Company, went ashore in the Hainan Straits last Friday. The vessel is now said to have foundered, only three of the crew, it is believed, having been saved.

News first reached the Company through a wireless message from the captain of the *Tahiko Maru*, to the effect that the two rescued men, the only survivors, had been put ashore at Hoihow in a state of exhaustion.

A later message states that a third seaman was rescued by the S.S. *Asama*. The *Tahiko Maru* had a crew of thirty-five under the command of Captain Ito.

The story told by one of the survivors is that the ship struck at 9 o'clock, but owing to the heavy seas, the boats were not launched. This was done later, however, when the leaking of the vessel got out of control. The force and fury of the waves were too much for the boats, all of which were swamped. The *Tahiko Maru* had no wireless.

SAILING BOAT CAPSIZED.
FRENCH SAILORS FLIGHT IN THE HARBOUR.

Three French bluejackets, belonging to a gunboat in the harbour, put out in a sailing boat at about 10 a.m. yesterday, when their boat turned turtle in a sudden squall.

A U.S. naval motor launch and a police boat went to their assistance, but were not so quick as a harbour motor-boat, whose crew rescued the men and returned them to their ship. The sailing boat was recovered later by a pleasure-boat from the French gunboat.

CLEANING A HOUSE.
DEFENDANT WHO COULD NOT PLEASE THE BOARD.

Chang Lun, a merchant, of Pokfulam Road, was summoned before Mr. E. W. Hamilton at the Kowloon Magistracy, yesterday, for neglecting to obey an order from the Sanitary Board to cleanse and limewash several houses belonging to him in Haiphong Road, Kowloon.

Mr. A. E. Hall, defending, said that his client had limewashed the premises several times, but that on each occasion the Sanitary Board declared that the work had not been done satisfactorily. He suggested that the Board should do the work themselves, and send the bill to the defendant, who would be glad to pay it.

In answer to His Worship, Mr. Hall explained that his client did not know the standard required by the regulations.

Inspector Murray, of the Sanitary Board, suggested that the trouble was that owners of house-property would not pay contractors a sufficient price for good work.

His Worship adjourned the proceedings for seven days, remarking that he would take a very lenient view of the case, if the work was properly completed by that time.

ALLEGED FORGED NOTES.
HEAVY BAIL FOR CHINESE.

When five men and a woman, all Chinese, appeared at the Central Police Court yesterday charged with the possession of forged Indo-Chinese piastre notes, an additional charge of possessing illicit prepared opium was preferred against the woman and one of the men.

Mr. M. M. Watson prosecuted on behalf of the Banque de l'Indo-Chine, and Mr. C. A. S. Russ and Mr. B. S. Corke appeared in defence of two of the defendants.

The case was adjourned, bail being allowed defendants in sums varying from \$2,000 to \$4,000.

GLITTERING—BUT NOT GOLD.
PAWNBROKER NEARLY DECEIVED.

When a Chinese was charged at the Kowloon Magistracy yesterday with attempting to obtain money by false pretences, a witness stated that the defendant had tried to pawn two gold-plated silver bangles for \$10, asserting that they were solid gold.

The witness, a pawnbroker's accountant, said that he discovered this on examination of the articles, and when he taxed the man with the deception, the defendant bolted. Witness blew a whistle, and the man was arrested.

In answer to His Worship (Mr. Hamilton) Inspector Hutchins said that nothing was known against the man, who received sentence of one month's hard labour.

AN UNLUCKY NUMBER.
PRISON FOR CLOTHES THIEF.

A Chinese coolie appeared before Mr. W. Hamilton at the Kowloon Magistracy, yesterday, charged with the theft of 13 pieces of clothing from the servants' quarters at Leys Lodge, Nathan Road, Kowloon.

Inspector Blackman said that while engaged in the theft, the defendant was surprised by the servants who surrounded him, and though he held them at bay with an iron hook, they contrived to keep him there until a constable arrived and arrested him.

His Worship passed sentence of six weeks' hard labour.

**HONGKONG TUG AND
LIGHTER COMPANY.**
TO START OPERATIONS NEXT
WEEK.

The newly-formed Hongkong Tug and Lighter Co. hope to commence operations on the 16th inst. when the Company will have a number of steel and wooden lighters ready for receiving cargo. The steel lighters have been built by the Hongkong and Whampoa Dock Co. and Messrs. W. S. Bailey & Co., under Lloyd's supervision and up to their highest requirements. The wooden lighters have been built of teak and yacal, under expert supervision by Messrs. Bailey & Co. and Ah King's Slipway.

By ensuring prompt service and the efficient handling of cargo under expert supervision, the new enterprise is counting upon a full measure of support from shippers and consignees in Hongkong. One of the things it intends doing is to periodically fumigate the lighters by an efficient process.

Captain R. D. Thomas has been engaged as Superintendent.



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Lot.	MARKS.	Nos.	Pkgs.	DATE OF STORAGE
35117	BN 100	37.8	7 c/s Melton	29/10/20
35470	BN 845/S	5.8	4 " Felt Hats	1/1/20
35719	P R	9/15	7 " "	18/1/21
35824	BN 526	489/277	2 " Brandy (contents empty bottles)	1/12/18
35737	T P		43 c/s Wine	28/3/19
Lot.	MARKS.	Nos.	Pkgs.	DATE OF STORAGE
34689	641	9/12	2 c/s Woollens	18/10/20
34935	880 641	102/3 95.8	2 " "	27/10/20
35411	447 447/572 572	104 110/1 112 113	1 " " 1 " "	12/11/20
Lot.	MARKS.	Nos.	Pkgs.	DATE OF STORAGE
34685	SCT T Co	1/10	10 c/s Window Glass	6/10/20
Lot.	MARKS.	Nos.	Pkgs.	DATE OF STORAGE
35964	K A JCB		8 bxs Tinplates	27/10/19

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Hongkong, 10th June, 1924.

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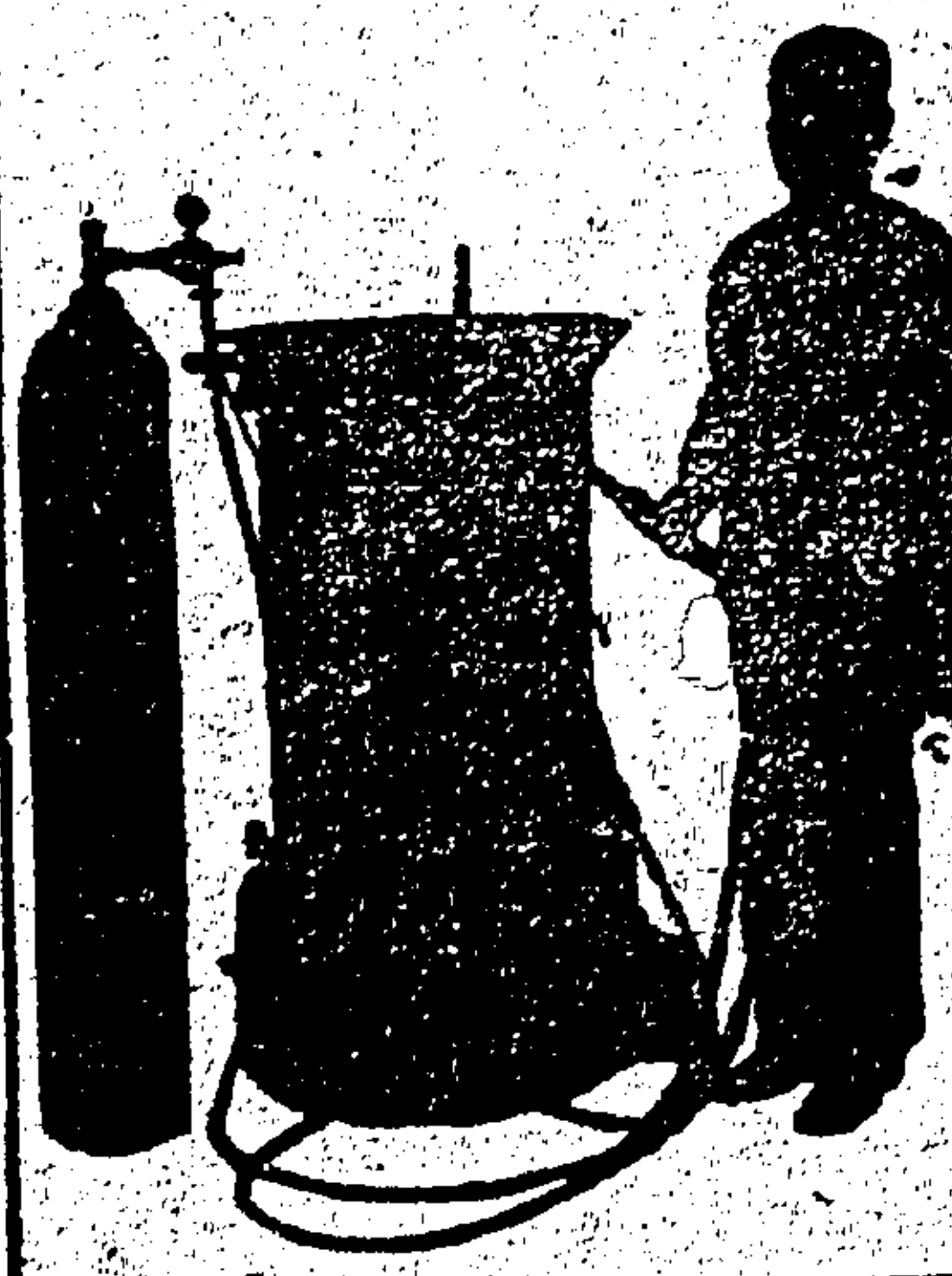
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etc., etc.

BURNT PILGRIM SHIP

"FRANGESTAN."

MARINE COURT OF ENQUIRY AT BOMBAY.

The enquiry into the circumstances in which the s.s. *Frangestan* was destroyed by fire, in the Red Sea on April 4th was held at Bombay, recently, before the Marine Court of Enquiry, appointed by the Government. The Court comprised of the Acting Chief Presidency Magistrate of Bombay, Mr. Frank Oliver, Captain Claude Albert Oakshott, M.B.E., Master s.s. *Taifu*, and Captain Frederick Sudell, R.D.C., and R.N.R. (Retd.), F.R.C.S., Master s.s. *Kilderpore*, and two assessors, Captain John Henry March, Master s.s. *Shoja*, and Captain William Albert Norman, Comdr., R.N.R. (Retd.), Master s.s. *Perla*.

The official information, on which the enquiry is to proceed, states that the s.s. *Frangestan* of the Port of Hongkong, left Bombay for Barcelona via Kamanran, Jeddah, Port Sudan and Genoa on March 23rd, 1924, with a crew of 130 hands, pilgrims and 16 passengers and 8,155 tons of general cargo.

THE FIRST OUTBREAK.

On Wednesday, April 2nd, 1924, at 4.15 a.m., the weather being fine and clear, the wind blowing light from the north-west with the sea smooth, the vessel was under steam making about ten knots.

Sparks and flames were seen coming out of the ventilator situated directly over the port. The ship was slowed down and put before the wind. Hoses were led to the seat of the fire which was found to be in the lower part of the aft end of No. 2 tween deck in which were stowed cotton and seeds. Wireless messages were sent out and the s.s. *Chun Maier* which was the nearest ship was asked to stand by. Steam injections were opened into the No. 2 hold and tween deck, ventilation was closed and the ship then headed for Port Sudan at full speed.

As the fire increased, hoses were cut in the ventilators shafts and carbonic acid gas was injected, but failed to extinguish the fire which continued to spread so that by 4 p.m. it was necessary to tranship the passengers and pilgrims to the s.s. *Chun Maier* for safety, the crew continuing to fight the fire. By 10 p.m. it was considered impossible to save the ship and she was abandoned burning fiercely. She continued to float, however, and was eventually sunk as a useless wreck by His Majesty's submarine K26 on the morning of April 4th.

QUESTIONS FOR THE COURT.

The questions to be decided by the Court are:—

(1) Was the cargo properly laden and stowed?

(2) Was there anything contained in the cargo which might have caused spontaneous combustion?

(3) Were proper measures taken to protect the cargo from risk of fire during the voyage?

(4) Did anything occur at Kamanran which might have caused the fire?

(5) Should the master have adopted any other measures than he did to control or extinguish the fire?

(6) Was the s.s. *Frangestan* prematurely abandoned by her master?

(7) Did any want of care, skill or incompetence of or wrongful act of or default on the part of the Master or any other person contribute towards the casualty?

(8) What was the cause of the fire?

Mr. Bowen, public prosecutor, appeared for the Government. Mr. Baker for the Insurance Co., with whom the ship was insured, Mr. Caroe for the agents of the ship and Mr. Urban for Messrs. Lloyd's, the underwriters.

Mr. W. R. Reynolds, captain of the ship, was the first witness to be examined.

THE CAPTAIN'S EVIDENCE.

He said the vessel had three steel decks, the upper deck, the shelter deck and the tween deck. The ship was built of mild steel throughout. She had three bridges, the uppermost being the navigating bridge. No. 2 hold where the fire occurred was forward of the bridge. It was a big hold carrying 2,300 tons of cargo. The means they had of extinguishing fire were the ordinary water hoses, connecting with the mechanical pumps and carbonic acid gas and they had permanent steam injections too. The ship was fitted throughout with electric lights including the holds. She had three deck officers, five engineers and three wireless operators. The crew consisted of 85 Chinese and 30 Indians and several Persians.

The Captain continuing, said that he had been at sea for nearly twenty years. He commenced loading at Karachi on March 5th last. He next touched Bombay where fifteen European first class passengers and 1,221 Indian pilgrims embarked. The cooking on board was done in two places; that by the forepart of the ship and by the Hajis themselves in the after part of the vessel. But the places where the cooking was done were separated from the hold. All the primus stoves brought on board by the pilgrims were taken charge of by the storekeeper and locked.

They sailed from Bombay on March 23rd last at 9.30 p.m. and reached Kamanran on March 31st at 7 a.m. Thence the ship sailed for Jeddah at 11 a.m. on April 1st. The next day at 4.15 a.m. witness was aroused from sleep by the Chief Officer of the ship who told him that there was a fire at the after portion of the No. 2 hold. Witness immediately went on the bridge and took charge.

A RUSH OF FLAMES.

He saw a large gust of flames coming from a ventilator. The fire station was communicated with and four hose lines laid down to the seat of the fire. Immediately after the outbreak was discovered the ship was turned away from the wind and the engines were run dead slow. Every means of access to No. 2 hold was closed so that no air could get in.

They signalled by wireless immediately for a ship to stand by. The s.s. *Chun Maier* which was about six miles away was asked to steer parallel to the burning ship. Sudan was at the same time wireless and witness was doing his best with hoses and water to extinguish the fire. That process went on for 45 minutes, but the fire was not reduced. He then considered it sufficiently serious to warrant the injection of steam into the hold. Steam was first injected at about 5 a.m. and damped the fire considerably. The hold was practically 30 feet deep. The volume of the smoke decreased appreciably after the steam had been injected. The seat of the fire was not apparent.

The injection of steam was continued till 8 a.m. when witness discovered that the fire was gaining ground. Then, after consultation with the Chief Engineer, he decided to try carbonic acid gas which was then injected at high pressure in to the hold. Witness continued this right through the day and found that it was effective in keeping the fire down. He was of opinion that if he had had a sufficiently large volume of gas, he would have been able to put out the fire entirely. The gas he had on board was stored for refrigeration.

FIRE BECOMES SERIOUS.

At noon, witness continued, the fire assumed very serious proportions and some of the pilgrims' effects had caught fire. Witness laid a hose to put that fire out, as there was a danger of the upper deck catching fire.

On the discovery of the fire, the pilgrims were all removed to the upper part of the ship. About two hours after the fire the ship began to list owing to the quality of water towards starboard, and he ordered all the boats on the port side to the swung out. After consultation with his officers, he decided at about 2 p.m. that it would be necessary to transfer the pilgrims to the *Chun Maier* before dark. He asked the other ship to go nearer to the burning vessel and take over the passengers. The transhipment of the passengers which began at 4 p.m. lasted till 9 p.m.

They were allowed to take their handbags with them. It was fortunately a calm sea and there was no wind at all. These crew who were not engaged in transferring the passengers continued to deal with the fire which was increasing in rigour and volume.

The injection of gas continued even after the transhipment and witness said it was very nearly 11 p.m. on April 2nd when he abandoned the ship. He went round himself to see that there was nobody left on board after he had ordered the crew into the boat. The whole crew and passengers were transhipped without injury or accident.

Continuing, the Captain said that several of his officers attempted to go down the hold. They worked in relays and at times they were badly overcome by flames and smoke and had to be launched out. The *Chun Maier* then proceeded towards Sudan.

A MOLTEN FURNACE.

When witness abandoned the ship, three-fourths of the vessel was ablaze and it was a "molten furnace."

They reached Port Sudan the next day at noon and the pilgrims were transferred to the s.s. *Tangistan* and proceeded to Jeddah.

In the opinion of witness, the cause of the fire was that manganese ore liberated a considerable quantity of oxygen, which owing to the difference in temperature, set up spontaneous combustion in the cotton cargo. There was no possible chance of any sparks getting through the hold, though the ventilators or through any other way of access. Before the loading of the cargo he disconnected the electric installation from the hold.

When he first discovered the fire, he noticed a yellow flame for about seven minutes coming from the ventilator. That, in his opinion, was due to gas.

Cross-examined by Mr. Baker, witness said that he had had two fires before then and he was therefore more than ordinarily vigilant to see that he did not have another fire.

Mr. Urban next cross-examined the witness. Witness said there was a risk of combustion on account of the cotton being stowed on top of the manganese ore. He had, in fact, considerable apprehension of fire when he left Bombay. He did not draw the attention either of the owners or the agents to his apprehension, as it was only his private opinion.

BLOCKED VENTILATORS.

In reply to a series of questions put by the Court, he said that it was possible that the cargo might have been loaded in such a way as to block the ventilators and prevent the exit of smoke. The underwriters were not there to supervise the loading of the cargo in any manner. He had no option with regard to the appointment of the surveyors, who were local experts in the stowage of cargo.

Mr. Keith Landy, Filgarn, chief officer of the s.s. *Frangestan*, was next examined. He said he supervised loading both at Karachi and Bombay. They loaded 200 tons of manganese ore most of which were put in No. 2 hold. They loaded cotton bales also in No. 2 hold. Bales of rapeseed and linseed were loaded in No. 2 hold. In the lower hold at the bottom, they loaded manganese ore and on top of that they laid loose deal boards. On these latter they put cotton bales and over all those they stowed rapeseed in bags. He was satisfied that the cargo was properly stowed before they left Bombay.

On the 2nd of April last at about 4.15 a.m. he noticed sparks being emitted from the aft ventilator on the port side of No. 2 tween deck and almost immediately a flame burst out. He immediately informed the Captain who was on the scene in a trice.

The rest of his evidence confirmed that of the Master of the ship.

WHAT WAS THE CAUSE?

Cross-examined by Mr. Baker, witness said that he could not form any opinion as to the cause of the fire.

Answering a question of Mr. Caroe, witness said that he was not present all the time the cargo was being stowed and it was possible that one of the ventilators was blocked.

The next witness was Major Benjamin Higham, L.M.S., Chemical Analyst to the Government. He thought there could be no danger of the fire in carrying manganese ore or bauxite or chromite. In the heat that he expected to find in the hold of a ship witness did not think that cotton either loose or in bales was likely to ignite by spontaneous combustion.

"I do not think there is any evidence, in this case of the fire having been caused by spontaneous combustion," he added, "but I am unable to form an opinion as to how it was caused."

At this stage, the Court rose for the day.

REPORT TO GOVERNMENT.

On Thursday the Court resumed the enquiry.

Mr. James Pearce Lang, the Chief Engineer of the ship, was the first witness for the day. He said that the ship was equipped with all fire-extinguishing apparatus. In his opinion there was no possibility of fire being caused by the electric installation.

PERFECT DISCIPLINE.

He said that as soon as they knew of the fire the Chief Officer gave orders to erect all the pumps. Witness saw that the bunkers were safe. After some time they applied the steam jet. He could not say whether that process had any effect on the fire. No. 2 was next injected.

When the situation grew serious and when all hope of extinguishing the fire had vanished, the Master decided to transfer the crew and the passengers to the s.s. *Chun Maier*. The whole of the crew worked hard in fighting the fire and perfect discipline prevailed. The steam jets were in good order. Witness had no idea as to the cause of the fire.

In answer to a question of Mr. Urban as to whether witness put in a "protest" against the fire after landing the latter said amidst loud laughter that there it would have been useless because the ship was destroyed. When it was explained to him that what Counsel referred to was a technical matter relating to a document, witness denied any knowledge of it.

Witness further said that he was satisfied with the adequacy and efficiency of the fire quenching appliances of the ship.

In reply to Mr. Caroe, witness stated that they had a fresh water tank of 168 tons in the engine room. Almost all of that was converted into steam in order to extinguish the fire. Even before the Captain instructed him to clean the steam jets, he had them perfectly overhauled.

SEMI-MILITARY COMMANDER'S STORY.

Mr. Brown then put in as an exhibit the statement of the Captain of the submarine K26, Commander G. P. Thomson, made when the submarine was recently in Bombay.

It stated that K26 was proceeding South down the Red Sea when a steamer on fire was sighted at 11.30 a.m. on the 2nd of April last. The ship was burning fiercely and the Captain's attention was particularly drawn by the bridge and upper works which were a mass of scrap iron. Ten boats were sighted about four to five miles distant from the ship. They examined the ship, found that it was abandoned with no signs of life on board.

Meanwhile the Captain wirelessed her position to the Commander-in-Chief of the Mediterranean and asked permission to sink her as she was evidently unsalvageable and a danger to navigation. The ship burnt fiercely throughout the night.

Later he received instructions from the Commander of the Mediterranean Fleet to sink her and fired fifty rounds of 3" shell into the burning ship.

Mr. George Percy Francis, second mate of the s.s. *Frangestan*, said that he supervised the loading of cargo at Karachi and Bombay. There was some loading during the night both at Karachi and at Bombay; they used electric lights and not naked lights.

The pilgrims, witness continued, went about fairly freely on board but there was always somebody watching them. They smoked on the upper deck.

Mr. Brown then said he desired to withdraw from the questioning the seventh question, namely, "Did any want of care, skill or the incompetence of or wrongful act of or default on the part of the Master or any other person contribute towards the casualty?"

PUBLIC PROSECUTOR'S ADDRESS.

After lunch, the Court heard the address of Mr. Bowen, the Public Prosecutor, who maintained that the theory of spontaneous combustion resulting from heat generated by the manganese ore had been exploded by Major Higham, Chemical Analyst to the Government.

The only solution to the middle therefore, was in the opinion of Mr. Bowen, either that it might have ignited at the time of loading, and kept on smouldering till it burst into flames or that a match might have been intentionally or otherwise left in the midst of the cotton cargo.

Continuing, he said that in view of the large number of pilgrims on board, the Captain acted wisely in having them transferred that afternoon, otherwise it would have been very difficult to tranship them in the dark.

Mr. Urban, on behalf of Messrs. Lloyd's, the underwriters, next addressed the Court. He averred that there might have been spontaneous combustion in spite of Major Higham's evidence to the contrary.

(Continued on next column.)

"TAI LEE" PIRACY ECHO.

VESSELS' BOND UNDER PIRACY REGULATION.

OWNERS SUMMONED TO SHOW CAUSE AGAINST FORFEITURE.

An echo of the recent piracy on the s.s. *Tai Lee* was heard at the Central Magistracy yesterday when the Sze Yap Steamship Company, or, alternatively, Messrs. Li Man Kai and Ng Kai Cho, as partners of the company owning the vessel, were summoned to show cause why they should not forfeit a bond of \$5,000 entered into with the Captain Superintendent of Police on the 10th of June, 1923, under the provisions of the Piracy Prevention Ordinance, 1914. Breaches of these conditions were alleged as follows:—

1.—That whilst the steamer was in a danger zone, Thomas Fletcher, John Dwyer and Joseph Lewis, efficient officers present on board the steamer, or some one or more of them, did not carry a revolver and 25 rounds of ammunition, contrary to Regulation No. 22 of the Regulations of Hongkong, 1914.

2.—That whilst the ship was in a danger zone the grille door to the engine room and boiler room from the deck was not at all times kept locked, contrary to Section No. 32 of the Regulations of Hongkong, 1914.

3.—That the equipment prescribed by Regulation No. 14 on page 150 of the Regulations of Hongkong, 1914, was not rapidly and easily available for immediate use contrary to Regulation No. 16 of the Regulations of Hongkong, 1914.

Mr. Leo d'Almada defended, and the Acting Crown Solicitor, Mr. Hazlerigg, prosecuted for the Captain Superintendent of Police.

Mr. d'Almada asked it would not be more correct to have the hearing of the case taken by another Magistrate in view of the fact that Mr. Lindsell had previously sat in the capacity of Coroner in the inquest on the death of Capt. Wilcox who was killed in the piracy from which the present summons had its origin.

Mr. Lindsell, concurring, fixed the case for hearing on the 16th inst. subject to Mr. C. D. Melbourne being able to take it on that date.

DR. SUN'S REVIEW.

TROOPS, POLICE AND MERCHANT VOLUNTEERS.

It is announced Dr. Sun Yat Sen will review on the Northern Drill ground next week at Canton picked battalions of the gendarmerie, armed police and the merchant volunteers.

It is expected, says the *Canton Times*, that nearly five thousand troops will take part in the review. They will comprise one regiment of infantry, one battalion of artillery, cavalry and machine-gun corps representing the gendarmerie and several battalions of police and merchant volunteers.

This is the first occasion in the history of Canton City that such a grand review, composed of gendarmerie, police and merchant volunteers has been arranged, says our contemporary, and indicates the close understanding and co-operation that exist between the Government and the people's organization.

The foreign Consular Body and members of the foreign community will be invited to witness the review.

He urged the point that the cargo was a mixed one, consisting of cotton, rapeseed and linseed, all of which were combustible articles.

Mr. Caroe for the Agents of the ship, stated in the course of his address that the evidence showed that the cargo was dry when loaded. At best they might have got wet by water dripping through the sides or the deck, but that was not enough to heat the rapeseed.

As to whether or not the abandonment was premature, the Captain of the burnt ship told the Court that at about 5.40 p.m. (Greenwich mean time) he received a wire from the Captain of the *Chun Maier*: "Get out of it; you cannot possibly save it, and it was not till 7.30 p.m. (G.M.T.) that he gave the order for abandonment."

The Court then adjourned the enquiry in order to arrive at a decision and submit its report to the Government.

THE COURT'S FINDING.

The Marine Court of Enquiry into the circumstances of the destruction by fire of the *Frangestan* has submitted its report to Government regarding the cause of the fire, states a Bombay message of May 25th.

The report states that in the light of the evidence required before the Court its decision could only be based on theory. In the Court's opinion the cargo was not properly laden or stowed. No attention appeared to have been paid at all to the desirability of separating oil seeds from cotton bales, while the supervision exercised to stop stevedores, coolies from smoking or dropping matches in the hold did not seem to have been efficient. It was extremely probable that stowage without discrimination or separation of bales of cotton with bags of linseed on top of them and the fact that oilseed bags were used as broken stowage did cause a certain percentage of the cotton in the deck to be impregnated with a sufficient percentage of oil to create a combustion. Every precaution had been taken by the crew to prevent action of the ship's authorities in safety and with judicious expedition transferring the pilgrims to another ship reflected, in the Court's opinion, very great credit on the master, officers and men and on the discipline of the ship. The master would have been needlessly endangering the lives of his men if he had not abandoned the ship when he did.

THE ALICE MEMORIAL AND AFFILIATED HOSPITALS. ANNUAL MEETING. THE PROPOSAL NEW HOSPITAL.

The annual meeting of subscribers to the Alice Memorial and Affiliated Hospitals of Hongkong, run in connection with the London Missionary Society, was held yesterday at noon in the Board Room of the Chamber of Commerce, The Hon. Mr. P. H. Holyoak presided and there were also present: Mrs. A. McKenzie, Miss L. K. Rayner (Matron of the Nethercole Hospital), Mrs. J. B. Ross, Mr. C. Gordon Mackie, Mr. A. Stevenson, Dr. T. W. Pearce, Mr. A. E. Wright, Mr. W. L. Patterson, Dr. Mitchell, Mr. J. M. Wong, Mr. H. J. Lamb, Dr. R. M. Gibson, (Secretary), and Mr. E. A. Harlow (Business Manager and Pharmacist).

The Chairman announced that the Executive Committee had met on May 14th and it was agreed that the Committee should meet quarterly in future.

The General Committee was elected as follows (on the proposition of the Chairman, seconded by Dr. Mitchell): The Hon. Mr. J. H. Kemp, Mr. M. E. F. Airey, Mr. B. D. F. Beith, Mr. A. Cameron, Mr. B. Hancock, Mr. D. H. Cameron, Mr. C. Gordon Mackie, Mr. J. A. Plummer, Dr. T. W. Pearce, Mr. J. P. Warren, Mr. G. M. Young, the Rev. Mr. Wells, Mrs. C. C. Hickling, Mrs. A. McKenzie, Mrs. J. B. Ross, Mrs. L. K. Rayner, and Mrs. Coxon.

The Chairman then moved the adoption of the report and accounts for the year 1923. This was seconded by Mr. A. E. Wright and carried unanimously, no questions being asked.

The budget for 1924 was then presented. This showed that an estimated expenditure for the year of \$57,300, as compared with \$57,501 for 1923, and after allowing for \$34,000 income from refunds and interests, leaves \$23,300 to be collected during the year.

Mr. Wright proposed its adoption. Mr. J. M. Wong seconded. There were no questions and the motion was carried.

The Executive Committee was elected as follows on the proposition of the Chairman, seconded by Mr. A. Stevenson: The Hon. Mr. P. H. Holyoak (Chairman), Hon. Mr. E. R. Halifax (Deputy Chairman), Hon. Sir Henry Pollock, K.C., the Hon. Mr. Chow Siu Ki, Mr. D. H. Cameron, and Mr. J. M. Wong.

The Chairman then proposed that the Building Committee, which he described as a very important committee in view of the proposed erection of the new hospital, be elected as follows:—Mr. A. E. Wright, Mr. M. E. F. Airey, Mr. G. Little, the Hon. Mr. Chok Siu Ki, Mr. J. M. Wong, Dr. T. W. Pearce, Dr. Mitchell, Dr. Gibson and Mr. Li Wai Kwoing. The proposition was seconded by Dr. T. W. Pearce and carried.

Mr. J. M. Wong proposed a vote of thanks to the Hon. Treasurer (Mr. Greenwood), to Mr. Butlin who had deputised for Mr. Greenwood, and to the Hon. Auditor (Mr. J. R. Fleming). Mr. Wright seconded the vote of thanks, which was carried.

THE WORK OF THE YEAR.

CHAIRMAN'S APPEAL FOR SUPPORT.

The Chairman (Hon. Mr. Holyoak) then addressed the meeting. He said that a copy of new Constitution was included in the annual report, its object being to form a closer relationship between the subscribers and the London Missionary Society. In this way it was hoped to create a greater interest in promoting the future developments of the hospitals. The cause of the sick and the poor was one in which men of all races and creeds could unite and in Hongkong the call for help was urgent. In 1887, when the Alice Memorial Hospital was founded, the prejudices against treatment in hospital seemed insurmountable, but Sir Kai Ho Kai was convinced that if the Chinese were kindly treated they would gradually accept Western methods of medical treatment. The history of these hospitals had proved the correctness of his foresight and their work and opportunities steadily increased year by year. The stage had now been reached when the hospital equipment had become quite inadequate to meet the needs of the work and a constant strain was imposed on the doctors and nurses who strived to maintain the standard of efficiency which they had been accustomed to in Home hospitals.

The Alice Memorial Hospital had been sold and the balance, after buying the dispensary in Hollywood Road, had been generously granted by the London Missionary Society towards the erection of the new hospital. The Nethercole Hospital in Bonham Road, the gift of Mr. H. W. Davis in 1890, had served a useful purpose but the in-patient accommodation was too limited for the patients seeking admission; the outpatient department was out of date, and a modern operating theatre was an urgent need. They had been advised that it was impossible, with safety, to attempt extensive structural alterations.

A new hospital of 120 beds, erected on the site of the Nethercole Hospital, Bonham Road, would best replace the Alice Memorial and Nethercole Hospitals.

The Executive Committee had insisted several new members to form a Building Committee and report as soon as possible. In large centres in Britain and America there were special hospitals for diseases of women and for children, and to meet the need in Hongkong increased accommodation would be provided for these cases. While details of the scheme for re-building had not yet been formulated, it was thought advisable to indicate the direction in which progress should be made. All the hospitals had been erected by the generosity of residents of Hongkong, and in Hongkong at present there were those who could, but thought, give large donations for the erection of a new hospital and would find joy in so doing.

With regard to the question of the training of nurses, Mr. Holyoak said that in addition to the treatment of patients, the hospitals trained Chinese nurses. Three years were given to general nursing and one year to maternity work. The value of this service to Chinese family life could not be over-estimated, as the influence of the nurses was carried into the homes where the benefits of early treatment of disease and hygiene were unknown. At present 20 nurses were in training, but with a larger hospital, 40 could be trained. Additional housing accommodation would be required as the Nurses Home was now full.

They were still asking for the sum of \$5,000 for a new X-Ray apparatus for the diagnosis and treatment of surgical cases.

Giving statistics of the number of cases treated, he said 1,623 in-patients were treated, last year making a total of 40,098 since 1887. The corresponding figures for out-patients were 15,592 individual cases (or 40,329 attendances) and 486,836 cases (or 550,000 attendances approximately). He thought these figures spoke for themselves. He was especially appealing to the public for help, and was sure they could not fail to be struck by the extraordinary work of humanity that the hospital was doing.

The Chairman paid a tribute to the self-sacrificing work of the staff and hoped that firms would increase their subscriptions and make use of the hospitals for their native staff. He emphasised that, but for the work of the hospitals the Government hospitals would be totally inadequate for the community's needs. When they issued their appeal he trusted that the Government could come forward and respond generously. He referred to the fact that in India the Indian Government made half grants towards missionary hospital buildings, and said that when the appeal was issued he looked forward with confidence to Government support. (Applause.)

Dr. Pearce eulogised the Chairman's work during the year and proposed a vote of thanks to him.

The motion was carried. A vote of thanks to the Chamber of Commerce for the use of the Board Room concluded the meeting.

SUPERINTENDENT'S REPORT.

Following is part of the annual report in these hospitals made by Dr. R. MacLean Gibson, the acting superintendent.

Thirty-six years ago the medical work was begun in the Alice Memorial Hospital, and as necessity arose other buildings have been erected. In the earlier years many prejudices against western methods of treatment had to be overcome and having gained the confidence of the people, it important that every effort should be made to take advantage of the larger opportunities now available. The number of patients seeking treatment necessitates larger and improved hospital buildings so that the equipment may keep pace with the large increase in patients. The immediate need is to replace the Alice Memorial Hospital, which has been sold, and the Nethercole in Bonham Road, which has 50 beds, by a modern building to accommodate at least 120 patients. There is no special hospital for children in Hongkong, and the increased number of beds for children in the new hospital would help to supply that deficiency. Gynaecological patients should have a special ward which is not possible at present, and the out-patient quarters should be greatly improved and enlarged.

Sketch plans of the proposed new hospital were prepared in 1922, but owing to uncertainty as to the route of a proposed new motor road through the compound the plans have been held up for the past two years. The estimated cost of the building required, at present rates, is \$400,000. Reference to the past history of the hospitals shown that where the erection of a new building was proposed the residents of the Colony generously contributed to the funds, and we have confidence that at this stage in the development of the work generous support will again be forthcoming. During 1923 there has been a large variety of cases under treatment, and it is encouraging that many have come while there was still a possibility of successful treatment, but there is yet much to be desired.

Our old X-ray plant having become useless a new apparatus would greatly facilitate the diagnosis and treatment of surgical cases: a donation of \$5,000 would supply our need in this respect.

We are very grateful to the subscribers for their annual donations and the amount received each year determines how far we can help the sick who are poor. The Chinese poor bear their burdens bravely, but when sickness also comes upon them their misery is indeed great.

LAUNCH OF THE "TUNG ON" SUCCESSFUL CEREMONY AT TAIKOO.

The s.s. *Tung On*, which has just been built by the Taikoo Dockyard Company to the order of the Tung On Steamship Company for their Hongkong-Canton trade was successfully launched yesterday afternoon.

A large crowd of people, the majority being highly enthusiastic Chinese of all ages, but with a fair sprinkling of Europeans, attended the ceremony, which was performed in fine and intensely hot weather.

Mrs. Greig, the wife of Mr. K. F. Greig, the popular Chief Engineer of the Taikoo Dockyard, performed the christening ceremony, breaking the customary bottle of champagne against the bows of the vessel with great success.

As the *Tung On* slid easily down the slipway into the water, hundreds of hats were waved in the air, a large number of people clapped their hands, and a brisk and sustained crackle of Chinese crackers broke out.

Tea was afterwards served, and during this function, Mr. G. M. Young, manager of Messrs. Butterfield & Swire, said that he had met there on such a hot day to witness, one might say, such a hot ceremony. The *Tung On*, he said, would accommodate over thirty first-class passengers, and could without exaggeration be described as one of the very best river steamers running in and out of Hongkong.

The enterprise of the owners would, he hoped, be followed by others, or the dockyards of Hongkong might have to close down. He expressed his thanks to Mrs. Greig for performing the christening ceremony, and begged her acceptance of a souvenir of the occasion.

This took the form of a pretty wrist watch.

Mr. Hay Tong, compradore of Messrs. Butterfield & Swire, said that he foresaw the time when Hongkong would be one of the greatest shipbuilding centres, and added that until the railways of South China were developed, waterways would hold the leading place as a medium of distribution.

Mr. K. E. Greig thanked the owners of the *Tung On* on behalf of his wife for the honour they had paid her in asking her to come and christen the vessel. It had always been her wish to launch a ship, but although she came from a shipbuilding centre, she had not done so before.

Dr. Ma Luk, one of the owners of the *Tung On*, said that she was the second river steamer his company had built. The figure 2 was most lucky according to Chinese ideas. Confucius, in the book of Yieh, said that 2 was a sign of praise and fame. The *Tung On* was certain to win fame and praise from everybody.

DESCRIPTION OF THE VESSEL.

The *Tung On* is a steel twin-screw river steamer having an over-all length of 233 feet with a breadth of 42 feet and a moulded depth to main deck of 12 ft. The lower 'tween decks having a height of 7 feet 9 inches and upper 'tween deck 7 feet 6 inches. The vessel follows the usual river type of vessel with the paviating bridge well forward, first-class passengers being forward and the second-class aft with steerage in the 'tween decks.

There are thirty first-class staterooms, eight on upper deck forward, ten on boat deck forward and twelve on boat deck in after-deck house. The forward staterooms each have 2 cot berths folding lavatory with hot and cold water service, electric reading lamp for each berth and overhead fan. The lower saloon is handsomely panelled in oak while the upper saloon is done in mahogany, the floors of both saloons have been laid with teak parquet. The after staterooms each have two berths, wash basins with hot and cold water, service and overhead electric fans; a central dining saloon neatly panelled and fitted up with tables, chairs, etc.

The second-class passengers are accommodated on the upper deck, there being 68 open berths, a plentiful supply of fans being installed, also wash basins with a hot and cold water supply. The captain, officers and engineers are accommodated in rooms forward on boat deck, being separated from the passengers by a complete steel bulkhead extending the full width of the vessel. All the latest requirements for piracy prevention are being installed including a wireless telegraphy set by the Marconi Company—the *Tung On* being the first river steamer to have wireless fitted.

A powerful steam windlass is fitted on main deck forward with a capstan on upper deck. The steam steering gear is of the Wilson Pirrie type fitted over rudder head, a steam warping capstan is fitted aft on main deck. Six lifeboats are fitted on boat deck and all the usual Board of Trade requirements for this class of vessel are being complied with.

The machinery consists of two sets of triple expansion engines with two cylindrical Scotch boilers. A speed of 13 knots is anticipated by the builders.

The *Sai On*, a sister ship of the *Tung On*, under construction by the Taikoo Dockyard for the same owners, will be launched in about one month's time.

THE RENTS ORDINANCE. IS IT A FARCE?

A case for possession which had an important bearing on a number of notices to quit pending in solicitors' offices came up for hearing yesterday before Mr. Justice Dyer Ball, when Lau Cho Yiu, represented by Mr. Eldon Potter, K.C., sued the Kung Wo Restaurant for possession of a block of building, Nos. 461 to 463, Queen's Road West, for the purpose of reconstruction.

Mr. E. Davidson represented the defendants.

The point at issue in the case was whether the notice to quit was good in view of the statement made therein as to reconstruction.

Mr. Davidson asked for an adjournment pending his Lordship's decision in a similar case in which judgment had been reserved.

Mr. Potter expressed a desire to proceed, stating that there were several additional points to bring forward in this case.

His Lordship decided to proceed.

As both parties agreed as to facts no evidence was called and Counsel proceeded to argue the case on its merits.

Mr. Potter, for plaintiff, said that the notice to quit concerned seven houses which were to be pulled down and rebuilt into one house in place of seven. Everything was to be pulled down and removed except the party walls which were at each end of the row of houses, which could not be removed by law unless under a certain section of the Public Health and Building Ordinance, and if a notice to quit, which complied with the Ordinance, was not sufficient then it reduced the Rent Ordinance to a farce.

Counsel went on to explain that the seven houses were at present being used for one purpose, by one tenant, namely as a restaurant. It was the intention of the plaintiff to erect new party walls, which would be touching the old party walls and therefore, it would be a new building in the widest sense of the term.

Dealing with the problem of what was meant by reconstruction, Counsel said the solution to it was to be found in the Public Health and Buildings Ordinance. Under Section 4(1)(f) of the Rents Ordinance, the owner was entitled to get his house at the expiration of three months if certain conditions were satisfied, the first of which was "in order to reconstruct to such an extent as to make a new building." The words "to such an extent" formed the key note of this section. If the extent was such as to make a new building the tenant had to go. It was, therefore, a matter of importance to the tenant to know the extent of reconstruction. It was immaterial what class of building was to be re-erected: always provided "it was a new building." What the Ordinance required was that the tenant be informed of the exact nature of the reconstruction, and he contended that they had been so informed.

Turning up Section 39 of the Public Health and Buildings Ordinance, Counsel said the term "new building" was a generic term, comprising five species. The first class covered the erection of a new building in the widest sense of the Ordinance; the second class was the alteration of any existing building. An existing building could be altered in such a way so as to make it a new building in the sense meant by the Ordinance. The third class was any existing building to which a story was added; fourthly, the conversion of a building into a domestic building, when it had not been used as such; and, fifthly, the conversion of such a building into a number of domestic buildings. Counsel thought their case did not come within classes 2, 3, 4 and 5 but obviously within the meaning of class No. 1. They were making a clean sweep, with the exception of the party walls and the foundations.

Mr. Davidson, addressing his Lordship, said he could see nothing farcical in interpreting the Rents Ordinance. The law of landlord and tenant had always been strictly enforced, so much so that in normal times a mistake of one day in a notice to quit was sufficient to make the notice invalid. What he asked for in this case was that the law be exactly complied with and for his Lordship to say, if the law had not been complied with, that the notice to quit was invalid. No doubt, whatever decision his Lordship arrived at, it would cause a certain amount of inconvenience because it would affect a number of notices pending. Legislation of this kind was bound to cause injustice to landlords, but that did not mean that the Ordinance was farcical. His friend had told the Court that this notice correctly describes the nature of reconstruction. He had stated that it was the landlords' intention to pull down these seven houses and to reconstruct them completely. He contended that the words of the notice agreed with the operations to be carried out, but he submitted that the notice did not comply with the Ordinance in that it was a misdescription of the work to be carried out because, in fact, the landlord intended to leave the party walls standing and at the same time described the intended reconstruction as a "clean sweep." It was for his Lordship to decide whether the notice was good.

His Lordship reserved judgment.

DRAWING AND SURVEY INSTRUMENTS

POCKET WATCH TALLY REGISTERS — PEDOMETERS FOR WALKERS — POCKET COMPASSES — LINEN'S PROVERS — POCKET AND TABLE MAGNIFYING GLASSES — ABNEY REFLECTING LEVELS		WATSON'S — MICROSCOPES FOR SCHOOL AND STUDENTS WORK — DUMPY LEVELS WITH MAGNETIC COMPASSES COMPLETE WITH TRIPODS — PRISMATIC COMPASSES WITH TRIPODS COMPLETE
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WE HAVE JUST BEEN APPOINTED AGENTS FOR

NORTON AND GREGORY'S

INSTRUMENTS

CARRY THE FOLLOWING STOCKS:—

SETS OF DRAWING INSTRUMENTS — SPRING BOWS — PILLAR & CKET DIVIDERS — PRICKERS — DRAWING BOARDS — INKS — PENCILS AND RUBBERS	DIVIDERS — BEAM COMPASSES — ROTATING COMPASSES — PROPORTIONAL COMPASSES — SQUARES 45° AND 60° — TEES — SLIDE RULES — ARMSTRONG SCALES, Etc., Etc.
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LANE, CRAWFORD, LTD.

JEWELLERS and SILVERSMITHS

HONGKONG HOTEL BUILDING

(CORNER, PEDDER STREET AND QUEEN'S ROAD)

HONGKONG.

THE QUEEN OF ENGLISH PERFUMES.

POTTER & MOORE'S FAMOUS MITCHAM

LAVENDER WATER

(In Green Globe Bottles—3 Sizes).

Obtainable at

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

ENGLISH RECORDS

FAMOUS SKETCHES

By HARRY TATE & Co.

320 { MOTORING
Two Parts

370 { SELLING A CAR
Two Parts

504 { FORTIFYING THE HOME
Two Parts

ANDERSON'S.

Wm Powell Ltd

12, Des Voeux Road.

SMARTNESS WITH MODERATE PRICE IS THE KEYNOTE OF OUR WHITE SHOES.

MINUTE ATTENTION IS PAID TO THE SMALLEST DETAIL—CALL AND SEE OUR MAGNIFICENT SELECTION OF

LADIES' SHOES

WHITE AND COLOURED KIDS, ETC.

LADIES'

WHITE SILK HOSIERY

OR

DEPENDABLE QUALITY.

NEW ADVERTISEMENTS

EX-ACTIVE SERVICE MEN'S ASSOCIATION (1914-1918)

An Exhibition Game of BILLIARDS will be played in the EMMA CLUB at 9.15 P.M. on THURSDAY, JUNE 12th, between Mr. W. H. STEVENSON and Mr. C. EARNshaw.

Admission—Non-Members, \$4.00; Members, \$3.00.

Tickets can be had on application to the Hon. Secretary.

17, Queen's Road Central, [883]

HONGKONG CRICKET CLUB

NOTICE

It is proposed to again hold Members' "HONG" DOUBLES TENNIS TOURNAMENT during the Summer Months. Entries CLOSE on THURSDAY, JUNE 12th.

Full particulars and Entry List will be found on the Notice Board in the Pavilion. [886]

POSITION VACANT.

SECRETARY-MANAGER WANTED for a BRITISH CLUB in Japan. Applicants must state Qualifications and Previous Experience and give References.

Write K.O.L.Y., P.O. Box 134, KANSU, KOREA. [884]

SHANGHAI MUNICIPAL COUNCIL

SILVER LOAN 1924

ISSUE OF DEBENTURES FOR SHANGHAI, 1,000,000 at 5% PER CENT.
RATE OF INTEREST—60 PER CENT. PER ANNUM.

UNDER the Authority of Resolution V. passed at the ANNUAL MEETING of RATEPAYERS on APRIL 16th, 1924, the SHANGHAI MUNICIPAL COUNCIL hereby invites Applications for Debentures in the Silver Loan of 1924.

The Debentures will bear Interest from the Date of Purchase at the Rate of 5 per cent. per annum, payable on June 30th and December 31st in Each Year, except that the First Payment of Interest will be made on December 31st, 1924.

The Debentures will be issued at Shanghai at 95 per cent. and will be Redeemed at Par under the operation of a Sinking Fund on December 31st, 1924, but may be Redeemed by the Council in whole or in part on December 31st, 1924, or on any Subsequent Date, subject to the Council giving Six Calendar Months' Notice in the Municipal Gazette and the public Press of Shanghai.

The Scrip will be issued in Denominations of Sh. 10,000, Sh. 5,000, Sh. 1,000, Sh. 500 and Sh. 100 to suit the convenience of Applicants.

Payment will be acknowledged by Provisional Receipt pending issue of the Scrip. The Cost of Telegrams and all other Charges in connection with Applications for Debentures are payable by the Applicant.

Application Forms can be obtained from the Local Office of the HONGKONG and SHANGHAI BANKING CORPORATION, or from the Treasurer and Comptroller, SHANGHAI MUNICIPAL COUNCIL, Administration Building, Shanghai, to whom all Enquiries should be addressed. [887]

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of A. S. WATSON & COMPANY, LIMITED will be held at the HONGKONG HOTEL, Pedder Street, Victoria, in the Colony of Hongkong on SATURDAY, the 21st day of JUNE, 1924, at 11.30 O'CLOCK in the Forenoon when the Subsequent Resolutions will be proposed as Special Resolutions.

1. That the authorised capital of the Company (which is now \$800,000) consisting of 80,000 Shares of the Nominal Value of \$10 each, of which the whole have been issued, is increased to \$1,600,000 by the creation of 80,000 additional shares of the Nominal Value of \$10 each such New Shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit and to rank (subject as hereinafter mentioned) as from the date of allotment for dividend and in all other respects pari passu with the shares constituting the company's present capital.

2. That there be offered at par in the first instance to the members of the company who on the 7th day of July, 1924 are registered in the Company's Register, one share for every 2 shares of the said 80,000 shares held by them respectively and so that on acceptance of the offer the nominal amount of \$10 due in respect of each of such new shares shall be payable as to the sum of \$5, part thereof, on the first day of November, 1924 and as to the sum of \$5, the balance thereof on the 1st day of May, 1925.

3. That notice specifying the number of shares to which the member is entitled and limiting a time within which the offer, if not accepted by the member on behalf of himself or his nominee, will be deemed to be declined and that the Company's Board of Directors be at liberty to fix to such time and (in case of shareholders whose place of address is not in Hongkong) to extend it such date or dates as they may think fit.

4. That no shareholder shall be entitled to an offer of a fraction of an additional share in respect of any old share or shares held by such shareholder.

5. That until such time as the said new shares shall be fully paid up they shall rank, as to the said 80,000 old shares, only rank for dividend in proportion to the ratio borne by the amount paid up thereon in respect of the nominal value thereof to the full nominal value (\$10) thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a further EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, Shanghai, on MONDAY, the 7th day of JULY, 1924, at 11.30 O'CLOCK in the Forenoon for the purpose of receiving a report of the proceedings at the above mentioned meeting and confirming if thought fit as Special Resolutions the above mentioned resolutions.

The TRANSFER BOOKS of the company will be CLOSED on Saturday, the 29th day of June, 1924 to Monday, the 7th day of July, 1924, (both days inclusive) during which period no transfer of shares can be registered.

Dated the 11th day of June, 1924.

JOHN D. HUMPHREYS & SONS, General Managers. [884]

INTIMATIONS

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED to YORK BUILDINGS (FOURTH FLOOR), LITTLE ADAMS & WOOD, Hongkong, 9th June, 1924. [875]

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED to No. 315, WYNDHAM STREET (Opposite THE DAIRY FARM).

C. E. WARREN & CO., LTD., Sanitary Engineers, &c. Hongkong, 5th June, 1924. [860]

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

An Exhibition Game of BILLIARDS will be played in the Institution on THURSDAY, 12th JUNE, at 6 P.M. between Mr. H. W. STEVENSON (Ex-Champion of Britain)

MR. A. LEACH.

Admission—Members and Guests, \$2.00.

Guests must be introduced by members. [874]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 16th day of June, 1924, at 2 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Cheung Sha Wan in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1893, with the option of renewal at a (rent) to be fixed by the Surveyor of His Majesty the King, for one further term of 25 years less three days.

PARTICULARS OF THE LOT.

Lot No.	Locality	Boundary Measurements	Contents	Approx. Area	Approx. Value
10.	Cheung Sha Wan	100 feet by 100 feet	As per sale plan.	10,000	100,000
11.	Cheung Sha Wan	100 feet by 100 feet	As per sale plan.	10,000	100,000

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 16th day of June, 1924, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Cheung Sha Wan in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1893, with the option of renewal at a (rent) to be fixed by the Surveyor of His Majesty the King, for one further term of 25 years less three days.

PARTICULARS OF THE LOT.

Lot No.	Locality	Boundary Measurements	Contents	Approx. Area	Approx. Value
12.	Cheung Sha Wan	100 feet by 100 feet	As per sale plan.	10,000	100,000

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

VALUABLE LEASEHOLD PROPERTY situated at AUSTIN AVENUE, KOWLOON and known as Nos. 1, 2, 3, 4, 5, 6, 7, & 8, Ainslie Villas.

TO BE SOLD BY PUBLIC AUCTION

on MONDAY, the 7th day of JULY, 1924, at 12 O'CLOCK NOON IN ONE LOT.

By Messrs. LAMBERT BROS., Auctioneers.

At their Auction Rooms in Duddell Street.

The Property consists of—

ALL THOSE pieces or parcels of ground situated at Kowloon in the Colony of Hongkong and respectively registered in the Land Office as KOWLOON INLAND LOTS Nos. 1171 and 1172 together with the messuages or tenements erections and buildings thereon.

Particulars and Conditions of Sale may be obtained either from—

Messrs. DEACONS, 1, Des Voeux Road Central, Hongkong,

or from the Vendor's Solicitors,

Messrs. LAMBERT BROS., the Auctioneers. [874]

INTIMATIONS

THE NAVY LEAGUE.

THE NAVY LEAGUE is a Voluntary Patriotic Association of British Peoples, entirely outside party politics, desirous of rendering the greatest service of which it is capable to the Empire, particularly in connection with all matters concerning the sea. It upholds as the fundamental principle of National and Imperial policy COMPLETE NAVAL PROTECTION FOR BRITISH SUBJECTS AND BRITISH COMMERCE ALL THE WORLD OVER.

The Committee of the Hongkong Branch are anxious to enrol as many members as possible and shall be glad if all those desirous of joining will send their Names to the Undersigned.

The Subscription is \$5.00 per annum plus \$2.00 a year for the "Navy" (The official publication).

L. M. WHYTE, Hon. Secretary and Treasurer. [881]

NOTICE.

THE HONGKONG ELECTRIC CO. LTD.

NOTICE IS HEREBY GIVEN that the Certificate for 75 Shares, numbers 7107-7191 issued on 1st March, 1920, in the Names of THOMAS KIRKMAN PEABODY, Rev. THOMAS WILLIAM PEABODY, and Rev. JOHN KIRK MACONACHIE, has been declared LOST and should the same not be produced before 24th JUNE, 1924, it shall be deemed Cancelled and of No Effect.

GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, 9th June, 1924. [870]

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

I, T. H. G. BRAYFIELD, of Hongkong, HEREBY GIVE NOTICE that in consequence of the present Name being unsuitable, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "CONCEAL", Number 222466 of gross tonnage 1,682 tons, register tonnage 1,015 tons, heretofore owned by THE COMMERCIAL SCOT S.S. CO., LTD., for the permission to change her Name to "HOK SUN" and to have her registered in the New Name at the Port of Hongkong as owned by me.

Any objections to the proposed change of Name must be sent to the Registrar of Shipping at Hongkong within Seven Days from the appearance of this Advertisement. Dated at Hongkong, this 10th day of June, 1924. (Signed) T. H. G. BRAYFIELD. [874]

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The Daily Press

Hongkong, June 12th, 1924.

ROAD MAKING IN CHINA.

Some statistics published in an American paper regarding the number of motor-driven vehicles now in China, afforded excuse for the caption that "China is reforming her methods of travel."

It will not be disputed that the advent of the motor-car is having an important educational influence on the Chinese public, regarding the need of good road communications. It is only about twelve years ago, we believe, that the first motor car made its appearance in Peking, but the shocking condition of the public thoroughfares in the capital, made the prospect of "reforming methods of travel" there very unpromising until the agent of a firm of American automobile makers, who had been sent out to explore the field, conceived the happy idea of presenting a "car to the Minister of Communications." A speed realisation on the Minister's part of the need of good roads led to speedy improvement, and to-day we read that there are 1,322 cars running in the streets of Peking; most of the cars being owned by Chinese. We do not know that cars have been freely given away by enterprising makers in other Chinese cities, but evidence is afforded of the growing popularity of the motor car in quite a number of cities in China to-day. A recent census shows that there are 11,039 motor-driven vehicles in China. The great majority of them, of course, are in Treaty ports, where the roads are good. Shanghai has over 5,000 such vehicles; Harbin, which has a Russian population of 90,000, is credited with only 342 cars; Mukden has 102 passenger cars; Hankow 214; Tsingtao 183, and even Nanking has 52. In remote Mongolia, the two cities of Kalgan and Urga are credited with a total of 103 passenger cars, 10 motor-busses and trucks and three motor cycles. Canton's quota is so small that it does not find special mention in the summary of the statistics published. But the southern capital has come under the spell, and the making of "malloos" or wide roads, in the city has been followed

ANNUAL INSPECTION OF POLICE.

AWARDS FOR BRAVERY AND ZEALOUS SERVICE.

THE SMARTEST BIT OF POLICE WORK DURING H.E.'S ADMINISTRATION.

His Excellency the Governor (Sir R. E. Stubbs, K.C.M.G.) made his annual inspection of the local police force yesterday afternoon at Central Police Station. There were nearly 300 men on parade, comprising 60 Europeans, 60 Indians, 50 local Chinese, 100 Northern Chinese, and 17 Indian ships' guards. In addition the local Fire Brigade was well represented.

The parade was drawn up in open square formation under the command of the Captain Superintendent of Police (the Hon. Mr. E. D. C. Wolfe). Other senior police officials on parade were: Mr. P. J. J. Wodehouse, C.I.E. (Deputy Superintendent of Police), Mr. C. G. Perdue (Assistant Director of Criminal Intelligence), and Mr. J. Kerr (Second Assistant Superintendent of Police). The Fire Brigade contingent was in charge of Mr. E. C. Brooks.

The parade was witnessed by a number of prominent residents, including Mr. E. D. C. Wolfe, Commodore H. E. Grace, the Hon. Mr. P. H. Holyoak, the Hon. Mr. R. H. Kogewell, the Hon. Mr. Chow Siu, Ki, Lieut.-Commander R. E. Worthington, Mr. and Mrs. Li Ping and others.

His Excellency arrived before 4.30 p.m., and on alighting from his car, accompanied by his A.D.C. Capt. R. Neville, was accorded a very smart salute by those on parade. His Excellency for the next three-quarters of an hour spent an extremely busy time inspecting the various contingents, displaying a keen interest in those men on parade whose left-breasts were bedecked with ribbons. In the Wei-Hai-Wei men and the Fire Brigade men His Excellency evinced a special interest. Then there was a long list of medals to be presented for bravery and zealous service. To each recipient His Excellency was equally courteous, pinning on the much coveted medal and finishing up with a word of congratulation and a hearty handshake.

At the conclusion of the review his Excellency briefly addressed the men on parade.

The police, he said, had had a hard year's work, made all the more arduous by the additional duties in connection with piracy, which he earnestly hoped they would be relieved of at a not far distant date. During the year there had been many instances of bravery and courage shown by members of the force of which one of the most outstanding was the bravery of the Yau-mai police last December. He referred specially to this instance because he considered it to be the smartest bit of police work carried out since his arrival in the Colony. "I have to congratulate everybody for all they have done and I thank you, Gentlemen, for your services and I know we may rely upon you in the future as in the past."

The parade was then dismissed. His Excellency was afterwards entertained to afternoon tea in the Police Headquarters, a few of the senior police inspectors being amongst those present.

THE FIRE FIGHTERS.

The afternoon's review was later brought to a conclusion by a spectacular display of fire fighting, rescue work, etc., by the Fire Brigade contingent. The men, despite the language difficulties with which their instructors are handicapped, showed a keenness, a willingness and a smartness which would have done credit to any City Brigade at Home. They seemed to take a delight in sliding down canvas chutes, on making "aerial flights" from the third floor verandah by means of a rope and a hook, and thought nothing of jumping from considerable heights into the "jumping sheets," held for them by their comrades. In the matter of drill they were smart and intelligent; this was particularly noticeable in the fire despatch box drill competition. There were also displays of carrying incombustible persons out of an assumed burning building, and altogether the display, reflects great credit on the Superintendent, his assistants and the firemen themselves.

MEDALS AND PRIZES.

The following is a list of the medals and prizes presented by His Excellency to a number of the Police Officers on parade:—

MEDALS.

For courage and resource on the occasion of the affray with armed robbers at No. 208, Canton Road, Yau-mai, on December 29th the following medals and rewards were presented:—Inspector T. Murphy recommended for the King's Police Medal.

Third Class medals: P.S. 180 Wong Lau and C.C. 37 Mak Lu; 4th Class: P.S. 119 Kelly, P.S. 45 Fender, L.B. 37 McEwen, L.S. 110 Robertson, C.C. 531 Man Wan, C.C. 525 Wong Kiu, L.S. 55 Li Cheung, L.S. 345 Shek Tai, L.S. 207 Maghar Singh; commended: L.S. 33 Clark, I.P.C. 125 Curran Singh, I.P.C. 94 Chatter Singh, C.C. 419 Ma Lung, C.C. 520 Ip Fu, L.S. 36 Khoshal Singh and I.P.C. 23 Madha Singh.

(Continued on page 7).

CABLES.

EARLIER CABLES.
(THROUGH REUTER'S AGENCY.)FRENCH PRESIDENT'S
RESIGNATION.HIS MESSAGE TO PARLIAMENT.
DEFENCE OF CONSTITUTIONAL PROCEDURE.

PARIS, June 10th.

M. Millerand's message was read in the Chamber this afternoon by M. François Marsal and in the Senate by M. Ratier, the Keeper of the Seal.

In the course of his message M. Millerand declared that he had faithfully kept the solemn engagement he had made before the country and refused to desert his post. He called upon Parliament to respect the Constitution.

He said: "You will respect the Constitution. If you disregard it, if it is intended that henceforth the arbitrary action of a majority can compel the President of the Republic to resign for political reasons, then the President of the Republic will only be a plaything in the hands of the parties. You will assist me to avert such a formidable danger. Dangerous councillors are striving in party interests to secure that the new Parliament opens with a revolutionary act. The Chamber will refuse to follow them. Faithful to its traditions, the Senate will wish to remain as it has always been in the grave conjuncture, a defender of the Constitution."

The Senate by 154 to 114 votes passed a resolution adjourning the debate on an interpellation of M. Chéron, who was thus prevented from presenting a case for the President. The Senate then adjourned until to-morrow.

ONLY A TEMPORARY MINISTRY.

The new Marsal Government has issued a declaration that it was only formed to enable Parliament to pronounce itself constitutionally, therefore it submits no programme and asks Parliament to decide whether the constitutional laws shall remain inviolable and above party politics, or whether it disapproves of the principles and down in the President's message, which are the basis of the Constitution. The Government appeals to the conscience and reason of Parliament, the proceedings in which should be held on clear issues, as the vote concerns the future regime and respect for the legality of guarantees of Republican institutions, as well as safeguards the public liberties.

THE VOTE.

After an animated debate, in which the Communists stood and sang the "Internationale," the Chamber voted by 329 to 214 in favour of the Left section's resolution against the Government. This means the resignation of M. Millerand.

A communique announcing the resignation of the President says the Premier and Cabinet were called to the Elysee to inform the President of events in the Chamber and Senate. M. Millerand thanked the Cabinet for its assistance to him in defence of the Constitution. When the Cabinet tendered its resignation, M. Millerand replied that he had made up his own mind to resign the Presidency, and asked the Cabinet to continue its functions for the time being.

ENTHUSIASTIC LEFT GROUPS.

For some time the Left groups, according to a concerted plan, maintained a frigid silence, determined to treat the Government as non-existent. None but the Communists uttered a word until the ex-Minister Reibel, in the course of an eighty minute speech, deliberately chose provocative phrases with the object of drawing the Left from its shell. The atmosphere became more electric, and the Communists greeted the references to M. Millerand with shouts of "Barricade!" They sang the "Internationale," and afterwards when a message was communicated that the Senate had adjourned pending the discussion in the Chamber the Left parties were unable to restrain their enthusiasm. They rose en bloc and cheered for several minutes, shouting "Vive le Sénat!"

Subsequently they erupted into silence and listened indifferently, not participating in the debate again. They broke out into thundering cheers when the result of the division was announced.

The Chamber then adjourned until to-morrow for the communication from the Government, namely the President's resignation.

FRENCH PRESS VIEWS.

PARIS, June 11th.

The moderate newspapers unanimously reject the departure of M. Millerand. Some of them consider yesterday's proceedings a dangerous precedent.

L'Echo de Paris says M. Herriot and his friends struck the first blow against the constitutional laws with the assistance of the revolutionaries and opened the way for the greatest unreasonableness on the part of the extremists and worst capitulations by the Radical party.

Figaro states the Left groups have accomplished a revision of the constitution.

The Left organs are rejoicing over the downfall of M. Millerand, whom the *Humanité* describes as "one of the worst enemies of the proletariat."

MONEY FOR OIL.

DUTCH COMPANY'S ISSUE.

LONDON, June 10th.

Messrs. Rothschilds, on behalf of the Koninklijke Nederlandse Maatschappij Tot Exploitatie Van Petroleumbronnen in Nederland, are offering to shareholders for subscription Florins 30,364,000 worth of shares in shares of a thousand florins each and sub-shares of a hundred florins each until June 30th. The issue price is par. The issue will be devoted to an increase of the Company's fleet and business extensions in various countries.

LATEST CABLES.

HUMAN SACRIFICE?

SIKHS KILLED IN INDIAN RIOT.

CALCUTTA, June 11th.

Persistent rumours that Sikh workmen are kidnapping Mohammedan children for human sacrifice led to rioting in which three Sikhs were killed and seven seriously wounded. Three of the latter subsequently died.

NATIONALIST VICTORY IN ALBANIA.

REVOLUTION AT AN END.

LONDON, June 11th.

The Albanian Legation states that the National army has captured Elbasan and occupied Tirana without any fighting.

The ex-Premier, who was defending the capital, escaped with all members of his Government and their partisans towards the Italian border.

The whole of Albania is now in the hands of the Nationalists, and the revolution is practically ended.

OBITUARY.

A DUTCH JUDGE.

THE HAGUE, June 11th.

Jonkheer Dr. A. F. Desavoulx is dead. He was an ex-Minister of the Interior, a Judge at the Hague Permanent Arbitration Court, one of the arbitrators in the Anglo-American North Atlantic fisheries dispute, and a member of council of the Carnegie Foundation.

EARLIER CABLES.

GOVERNOR OF JAMAICA.

SIR S. H. WILSON APPOINTED.

LONDON, June 10th.

Sir Samuel Herbert Wilson has been appointed Governor of Jamaica in succession to Sir Leslie Popham.

HOME RAIL DISPUTE.

MANAGERS TO MEET THE MEN.

LONDON, June 10th.

The railway managers have agreed to meet the locomotive men on June 12th. The latter are in the meantime delaying the ballot.

LATEST CABLES.

REUTERS AMERICAN SERVICE.

U.S. REPUBLICAN CONVENTION.

PARTY PROGRAMME.

CLEVELAND, June 11th.

The platform to be submitted to the Republican Convention was virtually completed early this morning. It is said to be entirely along the lines desired by President Coolidge. It was reported in an executive session of the drafting committee that no voice would be raised against a plank favouring the United States joining a World Court under Mr. Coolidge's terms.

INSURGENTS' PROPOSALS.

An insurgent faction, led by Senator La Follette, submitted to the platform committee a substitute platform, declaring the paramount issue to be the rescue of the Government and industry from the grip of private monopoly whilst pledging itself to the "house cleaning" of Government Departments at Washington, and the reform of the railway tax tariff and also banking and agricultural legislation.

It is not believed that this platform will be supported outside the insurgent ranks.

EARLIER CABLES.

The Republican National Convention mustered at eleven this morning. Mr. Theodore Burton, who is a member of the House of Representatives, was elected temporary chairman, and delivered a key-note address praising Mr. Coolidge as unsurpassed among the rulers of the earth in honesty of purpose, courage, and high devotion to the welfare of his country. He declared: "By far the greater share of our citizenship looks to President Coolidge rather than to Congress for leadership."

After recommending that the Republican party should declare for American admission to the World Court with merely the Harding-Hughes reservations, Mr. Burton said he regretted Congress had not heeded Mr. Coolidge's wishes with regard to the immigration legislation. He advocated an educational campaign with regard to taxation, so that it should generally be realised that not all the burden of taxation fell on those who first paid the tax.

DANISH PRINCE MARRIED.

AN AMERICAN BRIDE.

NEW YORK, June 10th.

In her old family carriage, drawn by beribboned horses, Miss Eleanor Green was driven to the Calvary Church to marry Prince Vigo of Denmark. There was a large, fashionable congregation. The couple will be setting in Denmark. It was announced in February that the King of Denmark had approved of Prince Vigo renouncing all possible rights of succession in order to marry Miss Green.

CANADIAN IMMIGRATION.

BOATLOAD OF ITALIANS BARRED.

HALIFAX, June 10th.

One hundred and fifty Italian immigrants aboard the s.s. *Dante Alighieri* were refused admission to Canada, and sailed for home.

FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

A STARTLING SUGGESTION.

SOVIET AND THE CHINESE EASTERN RAILWAY.

LONDON, June 11th.

The *Morning Post* suggests that M. Litvinoff, who has just arrived, will endeavour to offer the Chinese Eastern Railway at the Anglo-Soviet Conference as a pledge for the greatly desired loan.

The paper surmises that the move is not only intended to induce London financial circles to open negotiations for a loan, but may blackmail France into granting the Soviet *détente* recognition, inasmuch as considerable French interests are involved through the Paris branch of the Russo-Asiatic Bank, who are present *concessionaires* of the Chinese Eastern Railway.

INTERESTING DEVELOPMENT.

PEKING, June 11th.

A Harbin telegram received at Peking to-day says that the Harbin paper publishes an order issued by the Chief of Police of the Special Areas, dated June 7th saying that he is acting under instructions of Chang Tso Lin.

The Police Chief asserts that Chang cannot agree to recognise the Soviets. Therefore, until a special arrangement between Chang Tso Lin and the Soviet is signed, affairs on the Chinese Eastern Railway and with its employees must remain unaltered.

The order goes on to say that any person found guilty of wilfully dismissing or replacing employees on the Chinese Eastern Railway will be severely punished.

The Police Chief instructs subordinates to watch responsible officials of the Chinese Eastern Railway in case they leave their posts and go abroad, and also to watch regarding their dismissal by anybody.

NEW JAPANESE CABINET.

A COLLISION.

TOKYO, June 11th.

The personnel of the new Cabinet is: Premier, Viscount Kato, leader of the Kenseikai party; Foreign Minister, Baron Shidehara; Home Minister, Baron Wakatsuki; Finance Minister, Baron Hamaguchi; War Minister, General Ugaki; Minister for the Navy, Admiral Takara.

Minister of Justice, Dr. Yokota, D.C.L.; Minister of Agriculture, Baron Takakashi, leader of the Seiyukai; Minister of Communications, Mr. Inukai, leader of the Kakushin Club; Minister of Railways, Dr. Sengoku, D. Eng.

MR. CUNNINGHAM FATE.

REPORTED 'KILLED'.

HANKOW, June 11th.

A wire from Hengchow states "Kwei Lin reports that Cunningham has been killed. The other foreigners are safe."

NO TARIFF CONFERENCE.

PEKING, June 11th.

All the Powers concerned have now declined to participate in the preliminary tariff conference proposed by China, mostly on the ground that the present time is inopportune.

[BY COURTESY OF THE "DAILY BULLETIN."]

JAPANESE FOR BRAZIL.

TOKYO, June 10th.

Three thousand emigrants are proceeding to Brazil this year, according to the Social Affairs Bureau in the Home Office. HOKKAIDO AND FORMOSA AN OUTLETS.

The Social Affairs Bureau in the Home Office announce that every effort is being made by means of a publicity campaign to encourage emigration to Hokkaido and Formosa.

JAPANESE FOREIGN TRADE.

BALANCE FAVOURS IMPORTS.

TOKYO, June 10th.

Japan's foreign trade during the month of May totalled Yen 400,308,000. Exports were Yen 176,695,000, and imports Yen 223,613,000, being an excess of imports of Yen 46,918,000.

Since the beginning of the year, imports were Yen 1,200,391,000 which is Yen 629,172,000 more than exports.

FIGHTING IN SZECHUAN.

SALT GAMBLE THE ISSUE.

SHANGHAI, June 10th.

A message from Chengtu, dated May 29th, states that after some months of peace following the capture of Chengtu heavy fighting is reported at Tungchuan between General Yang Sen and General Tien Chung-yao. It is believed, owing to a dispute regarding the distribution of the Salt Gamble, money.

PEAK RESIDENTS ASSOCIATION.

ANNUAL MEETING.

THE TRANSPORT PROBLEM.

The second annual meeting of the Peak Residents' Association was held at the Peak Club last evening. Mr. W. M. Green, Chairman of the Association, presiding. On the platform with the Chairman were the following members of the Committee: Messrs. G. M. Young, H. B. L. Dowbiggin, D. J. Lewis, Mrs. A. Mackenzie, Mrs. Davidson and the Hon. Secretary and Treasurer (Mr. E. B. C. Hornell). There was a fair attendance of members.

The Chairman, in moving the adoption of the report and accounts, said: Ladies and Gentlemen—The report and accounts having been in your hands for some time, I will with your permission take them out of the report for last year, also the late date for which this meeting has been called, but when it is remembered that the compiling of the report is done single-handed by the Hon. Secretary and that the time he can spare outside the office has to be divided between such activities as the P.R.A., the Horticultural Society, and the Peak Club, I think you will agree that due allowances must be granted for all the purely honorary work with which he is faced. (Hear, hear.)

Turning to the report of the General Committee for last year, I wish to supplement what has already been written under the following headings:—

TYPHOON WARNINGS.

The Government has informed us that it has not been found possible to arrange for placing a signal mast on the plateau behind Mount Austin Barracks, and that in their opinion, the signal mast at Gough Hill notified with day and night signals and fitted with the siren, with regard to the Gough Hill Station I noticed last Saturday that when the No. 4 signal was hoisted the signal was difficult to distinguish owing to scaffolding round the mast and I understand the night signals are not yet ready for use. As the typhoon season has already started I trust the Government will take steps to see that the signal station on Mount Gough is put into thorough working order immediately.

This Committee are also strongly of the opinion that the recommendation made by them to the Government, that the Officer-in-charge at the Gough Hill Police Station should be advised direct from the observatory of any typhoon warnings, should be adopted, and I bring this matter to their notice again as I understand this has not as yet been agreed to.

PEAK TRAMWAYS.

As you are aware there has been a good deal of correspondence recently regarding the increased rates of fares for residents travelling to and from May Road. Apart from the question of the fairness of this innovation, in which I think the sympathy of most Peak residents is strongly with the May Road residents, your Committee feel very strongly that if there are a large number of season ticket holders travelling from May Road, the non-stop trains which were inaugurated to relieve congestion during the busy hours of the day, and which, as has been proved, dealt as well as could be expected under present conditions with the residents living on the Peak, will be entirely stifled as the May Road residents will naturally and with every right use these trains to cover a journey from the bottom to the top and then back to May Road by a stopping train or vice versa for the down journey.

IMPROVED TRANSPORT WANTED.

This matter however is of relatively small importance compared to the question of the ever increasing needs of the Colony for improved conditions of transport. The Government were alive to this necessity a few years ago but nothing definite appears to have done to solve this difficulty and the time has now come, I think, when this matter must engage the most careful attention of this Association. Unless new means of communication are opened up, or the present tramway system is enlarged, the time is not far distant when it will be impossible to cope with the number of people who are living in ever increasing numbers on the middle and top levels. I commend this matter to the careful consideration and attention of the incoming Committee.

GARAGE ACCOMMODATION.

Since the annual report was put in the hands of the printers, you will have seen that the Government garages at Magazine Gap will shortly be ready for occupation at \$25 per month. Whilst this charge is a reasonable one the restriction of not allowing chauffeurs to live in the garages would appear to make them useless except for people living in close proximity to the garages and consequently a number more, similar to those erected at Magazine Gap, would appear to be necessary at various points on the Peak to meet the requirements of our owners.

PEAK HOTEL STORE.

Last year I asked all members of the Association to wholeheartedly support the Peak Hotel Store and I regret that it should be necessary for me to make a similar appeal again this year. I know there are difficulties with servants in obtaining supplies from the Peak Store, which refuses to countenance any commission on monthly bills, and which is invariably given by the Commandoro shops, but it must be apparent to you all that the Dairy Farm Co. cannot maintain this store at a loss purely for the convenience of Peak residents, and the closing up of same would be not only a calamity in case of another general strike, but in my opinion would be the result of a lack of good faith on the part of Peak residents who were so enthusiastic about a permanent store on the Peak when the memory of the big strike was still fresh in their minds.

ADDRESS BOARD AT TRAM STATION.

A new list was recently drawn up by the Officer-in-charge at Gough Hill Police Station of residents' addresses and placed on a board in the tram station. Although there is a box below this notice board for people to notify any change of address, this is seldom, if ever done, and consequently it is quite impossible to keep this list up to date. I appeal to all residents on the Peak whether members of this Association or not to immediately notify any change of address in the box provided for that purpose.

CHAIRS AND RICKSHAS.

There has been a great improvement in the public chair and ricksha service on the Peak during the past year. This is largely due to the prompt and careful enquiries made by Inspector Marks at Gough Hill Police Station as to any complaints brought to his notice. Any complaints of this nature should at once be reported to Gough Hill Police Station. I now beg to propose the adoption of the report and accounts as present.

Mr. J. W. C. ROSSON, in seconding the adoption of the report and accounts, tendered on behalf of the ordinary Peak residents their thanks to the Committee and the energetic Hon. Secretary for all the work they had done.

The adoption of the report and accounts was carried unanimously.

ELECTION OF OFFICIALS.

The CHAIRMAN: As I have held the post of Chairman for two years, I feel that it is time that I should make way for someone else, but I am quite prepared to serve in the Committee if my services are required. I propose that Mr. G. M. Young be elected Chairman for the current year.

Mr. N. C. WILSON seconded the election of Mr. G. M. Young as Chairman, which was carried with acclamation.

On the proposition of Mr. W. E. L. SHENTON, seconded by Mr. F. B. PROBERT, Mr. D. J. Lewis was re-elected Vice-Chairman for the ensuing year.

The CHAIRMAN announced that Mr. Hornell had consented to act in the capacity of Hon. Secretary and Treasurer for another year, if elected, but he felt very strongly that someone else should come forward and take over the duties, particularly as he might be going home next year.

Mr. R. HANCOCK proposed the re-election of Mr. Hornell as Hon. Secretary and Treasurer and at the same time thanked him for the great amount of work he had put in for the Association.

Mr. E. DAVIDSON seconded and the proposition was carried unanimously.

The Committee was elected as follows on the motion of the Rev. H. COMPTON MOYLE, seconded by Mr. H. S. HILLS: Mrs. Mackenzie, Mrs. E. Davidson, Mr. V. M. Grayburn, Mr. F. A. Mackintosh, Mr. W. E. L. Shenton, Mr. M. E. F. Airey, Mr. F. C. Hall and Mr. J. A. PHILLIPS.

PEAK PESTS: PRIVET AND MOSQUITOES.

The CHAIRMAN then invited members to bring forward suggestions for the incoming Committee to consider.

Mr. HANCOCK thought it would be advisable if the Committee drew up a new schedule of wages for Peak servants. The present one was out of date. He knew that servants were asking more than the schedule showed, and in some cases he thought they were justly entitled to an increase. It was necessary that the schedule should be revised in order that residents would have some kind of guide for the future.

The CHAIRMAN explained that the matter was already in the hands of the Ladies' Sub-Committee. The ladies were busy making enquiries as to the usual rates of pay and he hoped that the new Committee would circulate the members on the conclusions arrived at.

Mr. N. C. WILSON mentioned that last year the Government sent round asking residents to apply for privet bushes to be cut down. He would like to know what was the present position regarding this. The growth of privet this year was much heavier than last.

The CHAIRMAN explained that last year Mr. Dowbiggin arranged with Mr. Green, Superintendent of the Botanical Department to have the matter attended to. Mr. Green shortly afterwards left for home and the matter was left over. Mr. Green had since returned and, he believed, he was in favour of having the privet cut down.

The HON. SECRETARY also explained that it was not the Government who had taken up the matter but the Peak residents.

Mr. WILSON: The Peak Residents' Association took it up through the Government.

The HON. SECRETARY said that last year he sent round a circular stating that the Government was prepared to eradicate privet round the Peak. Later they received a letter from the Government asking on what authority the circular was issued and the matter was referred to Mr. Dowbiggin and Mr. Green. Since then they had received a communication from the Government to the effect that they were prepared to cut down privet and lanterns provided the owners of property would pay the expense involved. The whole matter was then dropped and nothing had been done since.

Mr. E. DAVIDSON raised the question of mosquitoes on Mount Kellett. It was, he said, perfectly scandalous the numbers of mosquitoes to be found on that part of the Peak. It seemed hardly creditable that the gulleys running down the hillside provided breeding places for mosquitoes. At the foot of the gulleys there was a collection of rotten vegetation and no trouble was taken to clear it away. He suggested that the Committee bring a little pressure to bear on the Government the hope that something would be done to eradicate the pest. It was a very serious matter to those who lived at Mount Kellett.

(Continued at foot of next column.)

ANNUAL INSPECTION OF POLICE.

(Continued from page 6.)

Other medals awarded were:—

L.S.A. 95 Knowles, 4th Class, (Armed Robbery at 143, Portland Street, on 11/11/23).

L.S.A. 186 Jessop, 4th Class, (Attended Piracy of the s.s. *Tai Lee*, 12/1/24).

L.S.A. 13 Kirby, 4th Class, (For vigilance and zeal on duty on board the s.s. *Huon*).

Det. L.S.C. 237 Cheng Kwong, 4th Class, (For vigilance and zeal on duty when a man was arrested on the s.s. *Hydrangea* for possession of arms).

Det. L.S.C. 308 Kong Shin Hong, 4th Class, (For vigilance and zeal on duty during a routine search on board s.s. *Hydrangea*).

Det. P.S.C. 260 Man Tam, 4th Class, (For excellent work in the New Territories for the capture of 5 robbers in the Man Kam To Brickworks, Armed Robbery).

C.C. 118 Ma Yi, 4th Class, (For capture of an armed robber in Yau-mat on 18/7/23).

COMMERICAL NOTES.

Sergeant-Major Nand Singh, for good work done in the N.T. (North).

L.S.A. 24 Elston, for excellent work done whilst performing the duties of Sergeant in the Hawkers.

L.S.A. 136 Dowse, for acting with commendable promptness and presence of mind when shot by an armed robber in Shing Wong Street on 3/5/23.

Inspector Pinotti, for the care and thoroughness with which he carried out investigations and prepared the Sea Ngai piracy case for the prosecution.

Sub-Inspector R. Shannon, for the excellence of his work in supervising the Indian guards.

Sub-Inspector McWalter, for resource and energy on 11/11/23 in securing the arrest of a man who had committed an armed robbery at 143, Portland Street.

SHOOTING PRIZES.

REVOLVER.

Governor's Cup.—1st, P.S.A. 90 Carpenter.

Championship Cup.—1st, P.S.A. 90 Carpenter; 2nd, Sub-Inspector Barnett.

Handicap Cup.—1st, L.S.A. 31 Whant; 2nd, P.S.A. 90 Carpenter.

Championship Cup (Chinese).—1st, D. 35 Ke Tsh Shing (Cup and \$10 in addition); 2nd, D. 23 Chang Lien Ho (\$5 in cash).

Indians.—1st, P.C.B. 412 Mahdi Khan (Cup and \$10 in cash); 2nd, P.S.B. 225 Diwan Ali (\$5 in cash).

RIFLE.

Europeans.—1st, Sub-Inspector Booker.

Indians.—1st, S.M. Nand Singh (Cup); 2nd, P.C.B. 78 Mangul Singh (\$10); 3rd, P.C.B. 4 Hazara Singh (\$5).

Championship Shield.—Won by Central Team (Sub-Inspector Barnett, P.S.A. 51 Carpenter, L.S.A. 44 Hopkins and L.S.A. 23 Wynne).

Best aggregate.—P.S. 90 Carpenter (Cup presented by Mr. Tam Shiu Po).

2nd in aggregate.—P.S. 15 Smith (Cup presented by Mr. Tam Shiu Po).

U.S. WORLD FLIERS.

ARRIVAL AT HAIPHONG.

The American airmen who are flying round the world, arrived at Haiphong at 4.45 p.m. on Tuesday.

TRAVEL

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S.S. "EMIL KIRDORF" ... on or about the 8th Aug.

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"MILESTONES"

AT THE WORLD THEATRE, TO-DAY.

SPECIAL ATTRACTION
AT
THE QUEEN'S THEATRE.

Commencing: SUNDAY, MONDAY, and TUESDAY.

Direct from Three Months Success with
THE MIDNIGHT FOLLIES, SHANGHAI
ALSO LATE OF "THE GLOBE TROTTERS."

Starring Engagement
OF
CHARLES HOLT
RALPH SAWYER
IN
SONGS, BURLESQUE, DANCING AND HUMOUR.

FEATURING "Salome Dances"
"Ain't it nice"
"Stole my Gal," etc., etc.

THE THIRD YARROW PROFESSOR.

APPOINTMENT OF PROFESSOR OWEN RICHARDSON.

The Council of the Royal Society has just filled the last of the three Yarrow Research Professorships by the appointment of Professor Owen Richard-son, M.A. D.Sc. F.R.S., who has held the Whistone Chair of Physics at King's College for the last seven years.

The Yarrow Professorships were instituted last year as the result of the splendid gift of £100,000 to the Royal Society by Sir Alfred Yarrow for the special purpose of enabling three eminent scientists to devote themselves to pure research work with the assistance of adequate equipment and the provision of the apparatus they need.

The donor left the Council of the Royal Society free to lay down the conditions under which the Yarrow Professor should carry out their researches, with the stipulation that the money should not be used for the erection of costly buildings. The regulations the Council adopted leave the three professors the utmost freedom to carry out their researches in the way dictated by their individual attainment, temperament, and inclination, and the three scientists selected will continue to hold their previous appointments.

The three selected are Professor A. Fowler, Professor of Astrophysics in the Imperial College of Science and Technology; Mr. G. I. Taylor, Lecturer in Mathematics at Trinity College, Cambridge; and Professor Richardson.

Professor Richardson, who has just celebrated his forty-fifth birthday began his researches in the famous Cavendish Laboratory at Cambridge, and went from there to occupy the Chair of Physics in Princeton University, U.S.A., returning to King's College in 1913. He has specially devoted himself to the new science of "thermionics," which concerns itself with the radiation of electrons from substances subject to varying degrees of heat, a phenomenon which has ever-growing industrial and scientific applications. It is this characteristic of the filaments of electric light bulbs which suggested to Professor Richardson the wireless, which is so well known as an originator, a detector, and an amplifier of wireless signals, but which has many other uses for which we owe so much to Professor Richardson. He is also a leading authority on the passage of electricity through gases.

In addition to the Yarrow Fund, which produces nearly £2,500 a year, the Royal Society has an annual income from other similar funds of over £2,000 and a reserve income of £2,500 a year from the late Dr. Ludwig Mond's bequest of £30,000, which accrued to the society last year at the death of Mrs. Mond. All these funds are to be devoted to research professors, who will be free to follow their own inclinations without being attached to any University or compelled to devote themselves to one special branch of science. No one can foresee what such research work will bring forth, but it is certain that it will prove of supreme importance not alone to scientific progress, but to the community as a whole.

WEMBLEY "TUT" TOMB WRIT.

The writ issued by Mr. Howard Carter, the discoverer of Tutankhamen's tomb against the amusement directors of the British Empire Exhibition is not likely to interfere yet awhile with the public's enjoyment of the replica of the tomb now being finished at Wembley.

"It is quite true that Mr. Carter has issued a writ against me," said Mr. E. E. Bussy, managing-director of Wembley Amusements, Ltd., "but he has not applied for an interim injunction—only for an injunction and damages. Consequently we are proceeding with the finishing touches to the replica of the tomb, and it will be opened to the public until further orders."

A writ has also been served on Mr. W. Aumonier, the craftsman who has constructed all the replicas of the funeral furniture in the tomb from designs and photos supplied by Mr. Arthur Weigall. Mr. W. Aumonier is a brother of Mr. Stacey Aumonier, the well-known writer. The gold-leaf decoration of the furniture has cost over £1,000.

"All I did," Mr. Aumonier told the *Evening Standard*, "was to carry out the work on information given to me by Mr. Weigall from photographs which he himself had taken."

"The main point," said Mr. Weigall, "is that it is important that the tomb should be placed before the public. I am sure the Wembley authorities would have been very glad to get the aid of Mr. Carter, but he was not available. I was called in to advise upon the work. I think the reproduction which has been prepared gives a wonderful impression of the tomb. It will be remembered that when the objects were taken from the tomb last winter each one was photographed from every possible angle by everybody who was present, and there had been plenty of material from which to build up the replicas. Another point worth remembering is that the Egyptian Government claims possession of everything found in the tomb, and many of the articles are now on view in the Cairo Museum."

EVANS OF THE "BROKE."

Capt. E. R. G. R. Evans, R.N., the Antarctic explorer and hero of the Dover Patrol action in 1917, when the *Broke* (his ship) and the *Swift* defeated six German destroyers, speaking in Weymouth in connection with boys' welfare work pleaded on behalf of the bad boy. He added: "I am one of those unfortunate fellows. I was expelled from school at the age of 8 because three of us went on a little expedition down Barking Creek. On the way we boarded an old barge with the idea of sailing to the Spanish Main. We laid in two guineas' worth of provisions, which I put down to my father's account, and then got arrested by two policemen."

KISSES—RED KISSES,
red as the rose is red—
kisses that burn with the
fire of love—that scorch
and sear the soul—as
you shall learn in
FLAMING YOUTH



Today at the
CORONET.

NOTICE TO CONSIGNEES.
ELLERMAN LINE.
FROM UNITED KINGDOM AND
CONTINENT.

THE Steamship
"CITY OF DUNKIRK"
having arrived, Consignees of Cargo by her are
informed that all Goods are being landed
at their risk into the hazardous and/or
extra-hazardous Godowns of Holt's Wharf,
whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remain-
ing undelivered after 10th June, 1924, will be
subject to rent.

All Claims against the Steamer must be
presented to the Under-Signed on or before
20th June, 1924, or they will not be recognized.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesday or Friday, between
the hours of 10.15 a.m. and Noon within the
five storage period of one week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.
Hongkong, 10th June, 1924.

S.S. "ANGERS."

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, L. Co. also Cargo, or as "VILLE DE STRASBOURG," "MEINAM," "LIEUTENANT ST. LOUBERT BIE" from BORDEAUX, LISBON, HAVRE and COGNAC in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Under-Signed, Goods remaining undelivered after the 10th instant, 1924, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 20th instant, 1924, or they will not be recognized.

All damaged packages will be examined on Monday, the 10th instant, at 10 a.m., by Messrs. Godard & Douglas.

No Fire Insurance has been effected.
R. RODENFUSER,
Acting Agent.

Hongkong, 10th June, 1924. (880)

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Rheumatism, No. 2 for Chronic Wastiness, No. 3 for Chronic Wastiness.
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INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS	SUBJECT TO ALTERATION.	
SHANGHAI via SWATOW	"TAKSANG"	Friday, 13th June, 10 a.m.
HAIPHONG via HOIHOW	"CHINSANG"	Saturday, 14th June, 10 a.m.
MANILA	"YUENSANG"	Saturday, 14th June, 11 a.m.
STRAITS & CALCUTTA	"FOOKSANG"	Monday, 16th June, 3 p.m.
BANGKOK via SWATOW	"KVAISANG"	Tuesday, 17th June, 3 p.m.
TSINGTAU via SWATOW		
& SHANGHAI	"TUNGSHING"	Wednesday, 18th June, 10 a.m.
BANGKOK via HOIHOW	"CHUNSHANG"	Wednesday, 18th June, 10 a.m.
SHANGHAI via SWATOW	"YATSHING"	Friday, 20th June, 10 a.m.
TIENSIN	"CHONGSHING"	Saturday, 21st June, Noon.
MANILA via AMOY	"SUISHANG"	Saturday, 21st June, 3 p.m.
KORE via MOJI	"LAISANG"	Sunday, 22nd June, 7 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Sunday, 22nd June, 8 a.m.
STRAITS & CALCUTTA	"KUTSANG"	Tuesday, 1st July, 3 p.m.
SANDAKAN	"MAUSANG"	Wednesday, 2nd July, 1 p.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

MANILA LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

HAIPHONG LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, 11 a.m.

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BANGKOK LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

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s.s. "FOOKSANG" will be despatched on or about
Monday, 16th June, 3 p.m., for SINGAPORE, PENANG
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Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.	Discharge.
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"GLENARA"	...	Lopdun, Rotterdam & Hamburg.		
"GLENBEG"	...			

Movements are subject to change without notice.

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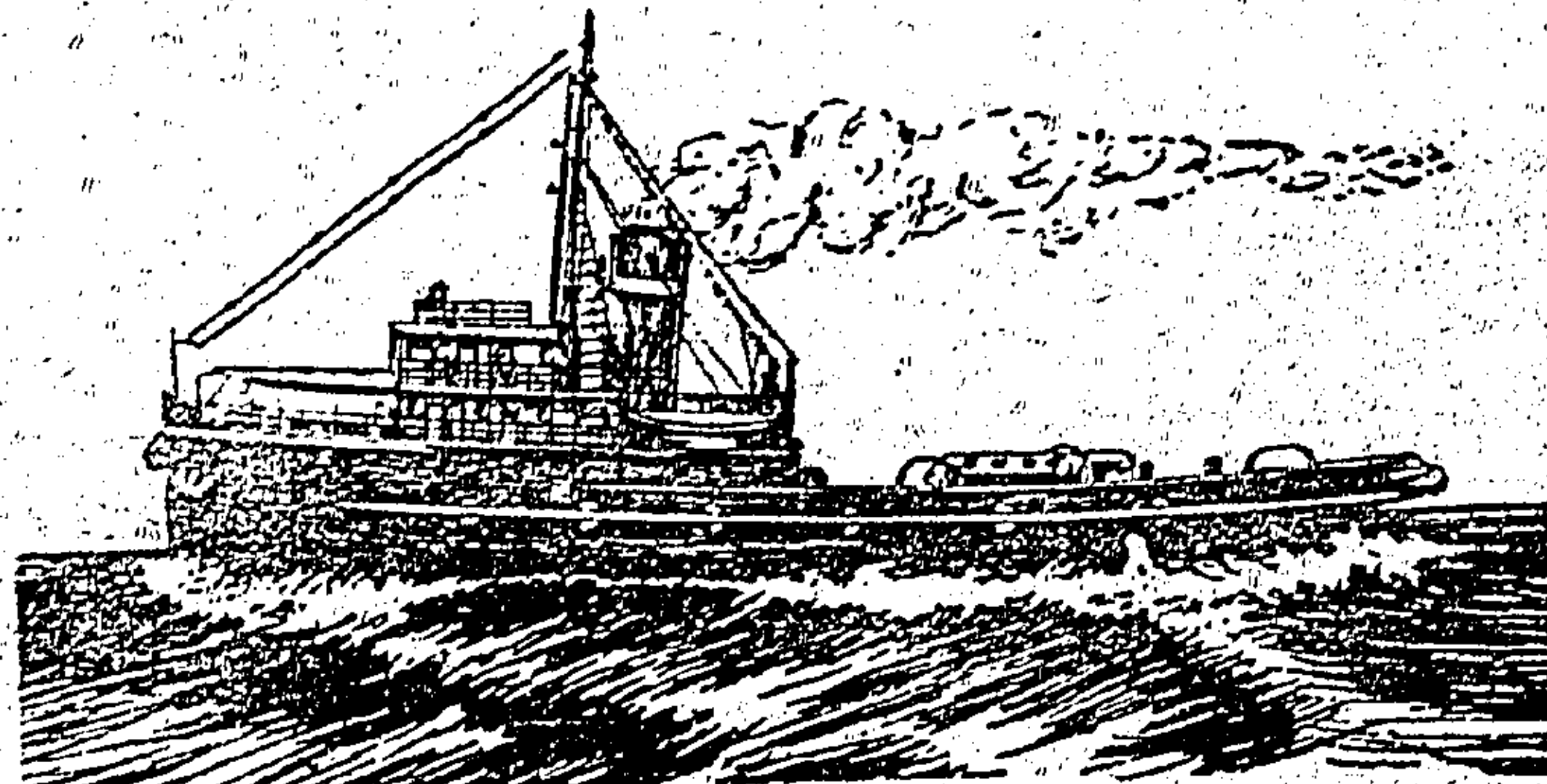
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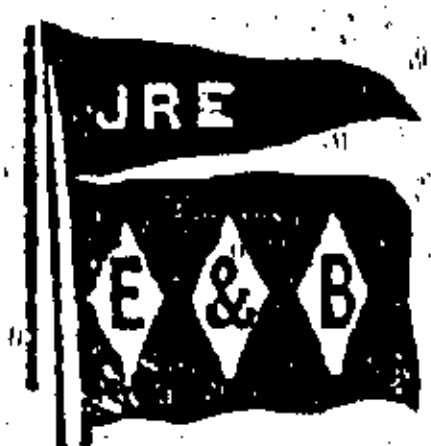
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"CITY OF ATHENS" 16th June Mars, L'don, E'dam, Hamburg & H'ell
 "CITY OF TORIO" 13th July Do.

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"CITY OF LAHORE" 16th Oct Shanghai and Japan
 "CITY OF LAHORE" 7th Dec Marseilles, London, etc.

FARES TO LONDON.

1st Class "A" £ 92 "B" £ 84 2nd Class "A" £ 68 "B" £ 58
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 Cargo Steamers: Saloon Passage £62.

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 "CITY OF SHANGHAI" via Suez Canal 1st July.
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Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

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Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
CHANTILLY	—	—	22nd June
ANGERS	—	—	6th July
PORTHOUS	—	—	20th July
AMAZONE	—	—	3rd Aug.
ANGKOR	—	—	17th Aug.
ATY-IA RIDEAU	—	—	31st Aug.

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HAIFONG Capt. W. S. Turnhill Friday, 13th June, at 1 p.m.
 HAI-NING Capt. W. C. Passmore Tuesday, 17th June, at 4 p.m.
 HAIPHONG Capt. Ellis Walker Friday, 20th June, at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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 S.S. "GALIC PRINCE" 18th July.

For Freight and Full Particulars, apply to—

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DIRECT ROYAL MAIL STEAMERS.

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S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	8,801	14th June, Noon	Mars, London & Antwerp.
"MOREA"	10,911	23rd June	do
"KIDDERPORE"	5,334	30th June	S'pore, Penang, Colombo & B'bay.
"SOUDEAN"	6,696	9th July	S'pore, Penang, Colombo & B'bay.
"KARALA"	4,998	12th July	Mars, L'don & A'werp.
"MALWA"	10,911	26th July	do
"DEVANHA"	8,092	9th Aug.	do
"SICILIA"	6,813	22nd Aug.	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,902	30th Aug.	Mars, L'don & A'werp.
"NAGOYA"	6,884	4th Sept.	S'pore, Penang, Colombo & B'bay.
"SARDINIA"	8,118	6th Sept.	Mars, L'don & A'werp.
"KALAN"	11,433	20th Sept.	do
"KASHMIR"	8,983	4th Oct.	do
"MOREA"	10,911	18th Oct.	do
"KASHGAR"	8,840	1st Nov.	do
"MALWA"	10,941	15th Nov.	do
"KARALA"	5,098	29th Nov.	do
"MANTUA"	10,902	13th Dec.	do

BRITISH INDIA-APCAR SAILINGS

"TORILLA"	5,205	17th June	Singapore, Penang & Colombo.
"TALMA"	10,000	24th June	Singapore, Penang & Calcutta.
"JAPAN"	6,052	6th July	Singapore, Penang & Calcutta.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,030	2nd July	Manila, Sandakan, Thursday
"ST. ALBANS"	4,500	30th July	Island, Ryasaria, Brisbane,
"EASTERN"	4,500	27th Aug.	Sydney & Melbourne.

Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
 The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"SOUDEAN"	6,696	13th June, Noon	Shanghai & Kobe.
"KARALA"	4,998	14th June, 4 p.m.	Shanghai, Moji & Kobe.
"JAPAN"	6,052	14th June	Amoy, Moji & Kobe.
"TALMA"	10,000	24th June	Moji & Kobe.
"MALWA"	10,911	26th June	Shanghai, Moji & Kobe.
"DEVANHA"	8,092	9th July	Moji & Kobe.
"SICILIA"	6,813	11th July	Shanghai, Moji & Kobe.
"NAGOYA"	6,884	25th July	Shanghai, Moji & Kobe.
"SARDINIA"	8,118	31st July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	30th Aug.	Shanghai, Moji & Kobe.
"KALAN"	11,433	4th Sept.	Shanghai, Moji & Kobe.
"KASHMIR"	8,983	18th Sept.	Shanghai, Moji & Kobe.
"MOREA"	10,911	1st Oct.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	15th Oct.	Shanghai, Moji & Kobe.
"MALWA"	10,941	29th Oct.	Shanghai, Moji & Kobe.
"KARALA"	5,098	12th Nov.	Shanghai, Moji & Kobe.
"EASTERN"	4,500	15th Nov.	Shanghai, Moji & Kobe.
"KHIVA"	9,087	29th Nov.	Shanghai, Moji & Kobe.
"ARAFURA"	6,030	6th Dec.	Shanghai, Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 * All Cables are fitted with Electric Fans free of charge.
 * Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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CHINA NAVIGATION CO.,
LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamer	Date of Departure
HONGKONG & SINGAPORE	"CHIN HUA"	On 12th June 2 p.m.
SHANGHAI	"HANYANG"	On 12th June 5 p.m.
SWATOW & SHANGHAI	"SUIYANG"	On 13th June 3 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 14th June 3 p.m.
SHANGHAI	"PAKHOI"	On 14th June 4 p.m.
SHANGHAI & TSINGTAO	"SUNNING"	On 14th June 4 p.m.
SWATOW & SHANGHAI	"WUHU"	On 15th June 2 p.m.
SHANGHAI & NEWCHOWANG	"TIENTSIN"	On 16th June 3 p.m.
AMOY & SHANGHAI	"SICHUEN"	On 17th June 3 p.m.
SWATOW & BANGKOK	"KWANGCHOW"	On 17th June 3 p.m.
SWATOW & SINGAPORE	"KINGYUAN"	On 18th June 2 p.m.
SHANGHAI	"KIDYANG"	On 18th June 4 p.m.
AMOY, SWATOW & SINGAPORE	"KWEIYANG"	On 22nd June 2 p.m.
SWATOW & BANGKOK	"KALGAN"	On 23rd June 3 p.m.
HONGKONG, PAKHOI & HAIPHONG	"TAMING"	On 27th June 10 a.m.

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"KUT"	30th June	3rd July
"TAIYUAN"	5th July	10th July

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S.S. "ROSANDRA"		Sails about 3rd July.
S.S. "BRENTA"		Sails about 20th July.
S.S. "VENEZIA"		Sails about 3rd August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE:

S.S. "SILVIO FELICO"		Sails about 4th July.
S.S. "NIPPON"		Sails about 8th July.
S.S. "GERANIA"		Sails about 5th August.
S.S. "ROSANDRA"		Sails about 8th August.
S.S. "BRENTA"		Sails about 5th September.
S.S. "VENEZIA"		Sails about 8th September.

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		Due Hongkong 23rd July
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FOR SINGAPORE, ZAMBOANGA, CEBU
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		Leave Hongkong 14th June

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